



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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WILLIAM C. WALTON.

Removing to commodious quarters in the magnificent new Bourse building seems to have instilled new life into the Commercial Exchange of Philadelphia, and the grain trade of that city already gives promise of material increase.

We present herewith a portrait of one of the directors of the Commercial Exchange, Wm. C. Walton, senior member of the firm of Walton Bros. He was born in Bucks county, Pennsylvania, forty years ago. In 1873 he moved to Philadelphia, and after serving three years as a salesman he formed a partnership with his brother, W. W. Walton, and started in the grain, feed and baled hay business.

He has been a member of the Commercial Exchange for 19 years, and is now serving his fourth year as a director of the Exchange. In 1890 this firm erected a large elevator and warehouse in Philadelphia, where they have conducted a receiving and warehouse business ever since.

THE CONSTRUCTION OF GRANARIES.

NO. I.

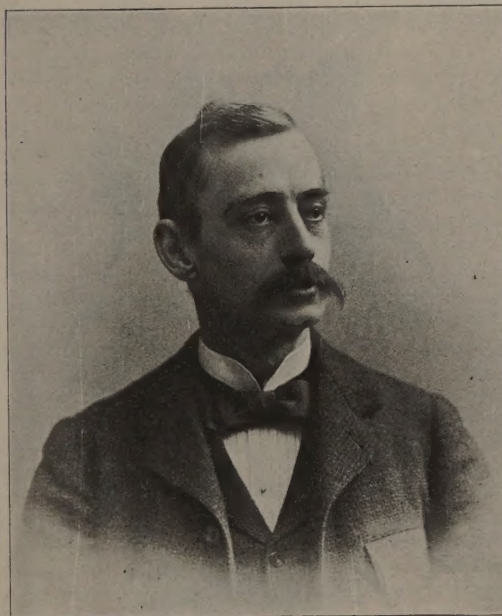
BY F. STALLMAIER.

The question of the preservation of grain by means of storing has always been of more or less importance. In early times it was thought that the best method to preserve the grain was by exhausting the air, but this method was afterward supplanted by a reverse action, viz., bringing the grain as often as possible into actual contact with the atmosphere. In later years this method was dispensed with, and the old method again adopted, although with different appliances, with great success. The simple appliances which were used in early times can now be seen in some parts of Spain, Hungary and Russia.

Large holes or caverns were made in the ground or in the rocks, the walls being built with stones and plastered, or occasionally they were built with clay. In these holes the grain was deposited, and covered with straw, a layer of mud forming the final covering. To insure a more perfect preservation, the grain was sometimes covered with chalk, the heat produced causing the upper stratum to germinate, whereby a dough-like cover was formed, which prevented the other grain from decaying. In later years they have assumed the shape of floor granaries, on which the grain is stored in heaps, and preserved by shoveling or turning. In America the "dorade" of grain—since the middle of the

present century the old system—was adopted, with the difference that, instead of boring the shafts into the ground, the silo was introduced.

It is strange to observe how little has been done in this matter in the way of silo plants in Europe, although the Americans have been in possession of large silo granaries since 1846. But in Europe, American ideas are rather looked upon occasionally with slight suspicion, which seems to have prevented the silo granaries meeting their proper reception; and the erection of the so-called "improved American silo" at London and Trieste,



WILLIAM C. WALTON.

about which considerable fuss was made, helped only to destroy the little credit they had. Only within the past ten years has Europe shown any appreciation of the signification of "grain elevators" or "silo granaries," and their introduction is taking place very slowly but surely. The aim is economy, and the gain is to endeavor to get the full benefit of such establishments, benefits which can be pointed out with distinction by what has been accomplished in the United States.

An ordinary warehouse, having five or six floors, with few or no middle partitions, so that the whole floor can be used for storing grain in heaps of moderate depth, is called in Germany a "floor gran-

ary." Most of the European grain warehouses are built in this style. Handling the grain in sacks is preferred, as it often happens that these granaries are used for other purposes. The grain is shot down on the floor, and heaps formed, which are separated by gangways. The depth of these heaps (or beds) varies from three to four feet; in Russia six feet. The only means of preserving the grain is by a current of air passing over the grain heaps. It is therefore necessary to provide such buildings with as many windows as possible, in order to insure a permanent draft. The stored grain, especially when wet, has to be frequently turned, which is only practicable by the employment of hand labor.

The great drawback to this system of granaries consists in the expense involved in the employment of this manual labor, not only for the turning of the grain, as previously mentioned, but also for shoveling to and from the elevators or traveling bands, when being stored or removed. In order to economize expense in this respect, an arrangement has been adopted in which the floors consist of a series of hoppers. The advantages of storing in warehouses of the latter description are, however, dearly bought, as a simple calculation will readily prove the difference between the space generally utilized, and that which ought to be utilized. Take, for instance, the area of a building 100 feet by 50 feet, with six floors, each floor 10 feet high, in which the grain is stored in heaps of 4 feet in height. The cubic area of a warehouse of these dimensions would be, with an allowance of 25 per cent. for gangways, 100x50x4x6, equals 90,000 cubic feet; whereas the contents of the building should be represented by 300,000 cubic feet. It therefore follows that only about one-third of its capacity is utilized. This means an increase of 220 per cent. in the current expenses in regard to storing space, and an increase of 330 per cent. in regard to material and labor for building, together with a proportionate increase for interest on capital, labor, building material, fire insurance, and depreciation.

As the walls and floor construction of such granaries require to be very strong, compared with those erected on the silo system, which need only to be very primitive in construction and considerably less costly, it needs but little consideration, in erecting a granary, to which system the preference should be given.

[TO BE CONTINUED.]

Experiments have been made in growing Kaffir corn in Brown County, South Dakota, and were unsuccessful.

KAFFIR CORN AND THE NON-SACCHARINE SORGHUMS.

BY F. D. COBURN, SECRETARY KANSAS DEPARTMENT OF AGRICULTURE.

Under this heading is embraced a considerable list of plants of the sorghum family, but unlike the ordinary sorghum from which molasses and sugar are made their stalks contain but little if any more saccharine matter than the stalks of Indian corn. The better known of these are the red Kaffir corn, white Kaffir corn, white Milo-maize, Egyptian rice corn and Jerusalem corn. After some years of trial of the red Kaffir corn, and the experiments at the State Experiment Station showing in its favor, it is now much more largely raised in Kansas for stock than all the other non-saccharine sorts combined. For instance, statistics of last year's planting show 184,198 acres of Kaffir corn (quite generally the red); Jerusalem corn 31,923 acres, and Milo-maize 16,377 acres. All indications now point to a possible doubling of the Kaffir corn area in 1896.

I know of nothing better or more recent upon this crop, its cultivation, value and uses, than a paper presented by Mr. W. E. Hutchinson of Reno county, Kansas, to the State Board of Agriculture at its annual meeting, January 8-10. In this, Mr. Hutchinson, who is a shrewd business man, farming and feeding very extensively for profit, and raising hundreds of acres of Kaffir corn annually, speaking for Kansas, central and eastward, said:

"I wish to be understood that in this region I mention, Kaffir corn has been mainly tried as a grain or substitute for corn. Whereas in the south-central and western part of the state where the cattle business is more exclusively followed it has been tried as a substitute for hay. When substituted for corn in the grain-growing regions the attempt has been made to supply the place of corn, oats and corn fodder, and in the cattle-growing localities to find a good fodder that would winter cattle and horses well without grain. In both localities the primary motive was to find a plant that would produce these results, if possible, with uniformity each year, whether the land was high or low, rich or poor, and whether the season was wet or dry, late or early, hot or cold. If these specifications were given to a person with no knowledge of the characteristics of Kaffir corn it would certainly seem to be a prodigious undertaking to fill the bill. I am very happy to say that the results in both directions have been satisfactory. Those who have tried it one year like it, those who have tried it two years praise it, those who have tried it three to five years pity your ignorance if you have never found out about it, and the men who have had the full courage of their convictions and pushed the business have got their eyes opened to its possibilities. They see money and success within their reach, and you will find some who do not care particularly about advertising their discovery.

"To raise Kaffir corn for grain and fodder both it must be planted in rows and cultivated like corn. It will stand planting much closer than corn and I plant my rows two and a half feet apart, and I prefer to have the stalks about ten inches apart in the row. I plant with a lister, but in those regions where corn is planted with a planter this seed can be put in with a drill or it can be planted in hills as a planter plants corn. In this region the first of May is the best time to plant. Like all sorghum seed it sometimes does not come up well if planted before the ground gets warm, and if planted early it should be covered very lightly. I usually cover my early planting about as shallow as I can and keep covering deeper as the season gets later. I have this year raised the largest fodder crop I ever saw and I planted the seed in July, some as late as the 10th. I have observed that most people get it too thick or too thin. Of course this is simply for want of proper care in planting, that is, care to see that the machine used is adjusted right and care to see that the seed is good, clean, and properly and uniformly covered. It cannot be planted carelessly and covered like potatoes. The man who does so will not have "good luck," and he is likely to have a poor opinion of

Kaffir corn. It is a small plant like sorghum when it first comes up, and it grows slowly at the start. It shades the ground much more than corn on account of the thick leaves. There is a variety of ways of saving the seed. Most people take a corn knife and cut off the heads and throw them in a wagon with a box arranged the same as for gathering corn. I think the old-fashioned sickle is the best to cut with as it is handy to reach for leaning



KAFFIR CORN

stalks, and the sickle saves a great deal of stooping and you can cut faster with it. A corn knife is most too heavy to cut the light tops so high up and a butcher knife is too light. Others take a header and go into the field and head off the tops, but some seed is wasted and many leaves are gathered with the seed in this way, and the leaves are



JERUSALEM CORN.

always green till cut or till the frost kills them. If the fodder is not wanted, the crop can stand till after frost, and then when the leaves and stalks are dry the header does better, but still there is too much waste of seed by this process and more so late than early. When the heads are cut care must be taken how they are piled or they will become heated and spoiled. It is usual to make small ricks about four feet high and about the same width and as long as desired. These small ricks do not settle solidly and if a little attention is given them there is usually no trouble.

"I have heard that in California, when the seed is cut with a header, that they follow the practice of stacking the heads in large stacks made of al-

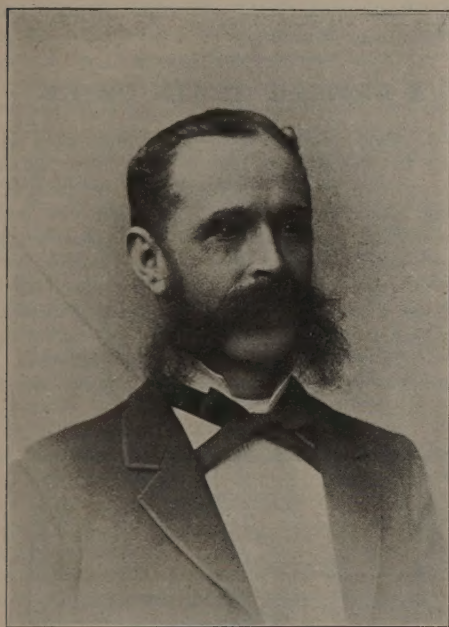
ternate layers of straw and heads of seed. Of course, dry straw, and in this way the moisture of the corn and leaves becomes absorbed by the straw and the seed is well preserved and can be better protected from rain and kept longer with less waste.

"Now comes an important feature and to which I wish to invite especial attention. It has become understood that the value of corn fodder is very great as rough feed and it is often estimated at a value approaching that of the corn itself. I think the value of fodder has not been appreciated. People are building expensive machines to cut up corn and others to husk it and shell it and shred the fodder, etc., but here is the great trouble with corn fodder in Kansas and this trouble will always exist: If you have anything like a large field to save, you cannot one year in five get all your fodder cut till a good part of it is dry and spoiled, unless you hire an army of men and have it done quickly, and then you are apt to begin before the corn is well hardened. I lay it down as a rule that usually you cannot save all your corn fodder without some of the fodder is cut too late or the corn is cut too early to be sound and first class. The farmer does not want to hire his work done in a rush and at a time when everybody else is hiring help and paying high prices. Kaffir corn fodder waits for the farmer. The seed gets perfectly ripe early in the fall and the stalks and leaves stay perfectly green till frost comes. If it rains, it is all right, the seed takes no harm; if it is dry, it simply stands still, stays green like an evergreen tree. Cut off the seed and it makes no difference. The field is still green when nothing else is green. It stays when everything else goes. It is there when everything else is gone, green, rich, glorious, defiant, a hope and an inspiration to the Kansas farmer, bidding him to take new cheer at the light ahead. There is scarcely a comparison between this fodder and cane or sorghum. A stalk of corn or sorghum that has three leaves, would, if Kaffir corn the same height, have six to ten. Cattle will leave either cane or corn fodder to get this fodder. I have raised hundreds of acres of Indian corn and Kaffir corn, and I have quit all but Kaffir corn. Kaffir corn is as good the first of May as the first of December, if taken care of. Cane is not worth the room it takes after Christmas.

"When Kaffir corn seed is thrashed it should be handled a little differently from most other grains. The heads in the process above described are mostly seed with a very small amount of stalk, and thus the material to be put through the thrashing machine is almost entirely seed. This seed is apt to break badly if the machine is handled in the ordinary way and to avoid this it is usual to take out the entire concave of the thrashing machine and put a smooth board in its place, thus using only the spikes of the cylinder to thrash the grain. Even with this precaution there will be some seed broken and sometimes people take out a portion of the spikes in the cylinder in addition to taking out the concave. It injures the seed badly to have it broken if it is to be put on the market for sale. If it is used for feed it does not make so much difference. Another thing, if this seed is used for feed it should be ground, not because it is excessively hard, as many people think; the fact is, Kaffir corn seed is not hard. It is not as hard as the grains of ordinary dry Indian corn, but the seeds are small and there is consequently a very considerable waste when fed to stock, as more or less of the feed is swallowed without mastication, and as a consequence is not all well digested. The seed is most excellent feed for every kind of live stock. I have fed it to horses, cattle, hogs and fowls, and I am satisfied that it is most excellent. I work my horses as hard as possible and feed them nothing but ground Kaffir corn for grain and they do as well and better I think than on corn in warm weather.

"In the beginning of this article I alluded to the custom of raising this plant for hay in some parts of Kansas. West and south from the city of Hutchinson is a great cattle-growing region and this industry is being rapidly extended at the present time, as it has been for the past two or three

years. People have learned from past experience that they must have feed for cattle during storms and when snow covers the ground. They have tried everything that could be suggested and are generally adopting Kaffir corn as the best fodder plant they can get. I believe the best method of handling the plant for this purpose is to sow it with a drill, from a half bushel to a bushel and a half of seed to the acre, owing to the kind of land that is sown. I think the cases are rare where as much as a bushel and a half should be sown, and my observation leads me to the conclusion that as a rule about three pecks per acre is the right amount. Often less should be put on, and often changes may well be made in the same field, and this can be done by adjusting the drills properly. The Kaffir corn should be allowed to stand until the seed is ripe and it should not be sown so thickly as to be in danger of burning up in a dry time, nor too thinly so as to allow it to grow too large. This requires some judgment and some experience, for if it is planted too thick a few excessively hot days in July or August may largely spoil the crop, and if sown too thin it grows so coarse, especially



E. H. PRICE.

if the season is a little unusually favorable, that it is very hard to handle as hay.

"When the seed is ripened as I have indicated immediately and allowed to cure in the shock. I believe that the best method is to go around the field with a rake in an opposite direction from the way the mower runs and that catches the stalks and breaks it up so as to put in better shape to handle with a pitchfork. About five times around a field with a horse and rake makes enough in each windrow for one shock. About two rakefuls should be pitched on top of the pile and the shock made in as good shape as can conveniently be done. The sixth time that the rake goes around the field the driver should pass by the end of the windrow and leave his windrow a few feet to one side and out of line where he has formerly left it, thus cutting off the windrow at five rakefuls. In that way the shocks will all be made about the same size, and the men shocking it will do the work after a systematic method. I usually have two men to shock. I have them go to the end of the windrow, both take hold with their forks, and roll it over once, then roll it the second time. That leaves the pile on top of the third rakeful. Then I pitch the other two on top and go on. I do not allow the men to spend too much time scratching around the field to pick up the few scattered stalks, for after the cane is hauled the cattle will gather this up without any expense and they will take every stalk of it. As soon as the cane is well cured I have it hauled and put in stacks, sixty or seventy or one hundred tons in the stack. It don't matter how much. I think the best way of pitching it on the wagon is to use

three men, one man with a fork on each side of the shock and one between the shock and the wagon, all three taking hold together. In this way they lift it together and handle it better than two men could handle it by themselves. Cattle will live on this fodder and keep up. In fact, they will make a gain during the winter. One year with another on fair land, an average of four tons per acre of dry feed ought to be produced."

TWO PHILADELPHIA DEALERS.

Last month we presented the portraits of several members of the Board of Directors of the Commercial Exchange of Philadelphia, and herewith we give the portraits of two more.

Mr. E. H. Price has been connected with the Exchange for the last 18 years, and has represented the Philadelphia house of S. D. Hunsberger, commission merchant and dealer in grain, feed etc., for the past 23 years. He was elected as one of its directors in the year 1893, and re-elected in 1895.

Wm. B. Potts was raised on a farm near Trenton, N. J., and obtained his education at the Lawrenceville High School. He went to Philadelphia in 1867 and secured a position as a clerk for a flour factor. After serving six years in this capacity, he established the firm of Potts & McCauley, which existed for four years, then he associated himself with the firm of Harper, Potts & Roberts, from which he withdrew in 1881, and started in business for himself as a miller's agent and grain broker. He has been associated with the Exchange in its changes from the old "Corn Exchange" to the "Commercial Exchange," having been an active member. He served as director for two consecutive terms, acting as chairman on several committees. He has secured for himself a high standing with the many friends he has made in the commercial world.

WHEAT RUST.

BY PROF. E. M. DUGGAR.

In the December number of this journal was given an account of wheat smut, and the subject of wheat diseases would be but partially presented without an equally comprehensive treatment of the causes and effects of wheat rust. This disease is more generally misunderstood than smut, and from the latter it differs greatly in mode of infection, spread and many botanical considerations. In order then to controvert the vagarious parched sap theories that are likely to be advanced by those unfamiliar with its origin, we must follow the course of the disease throughout an entire season.

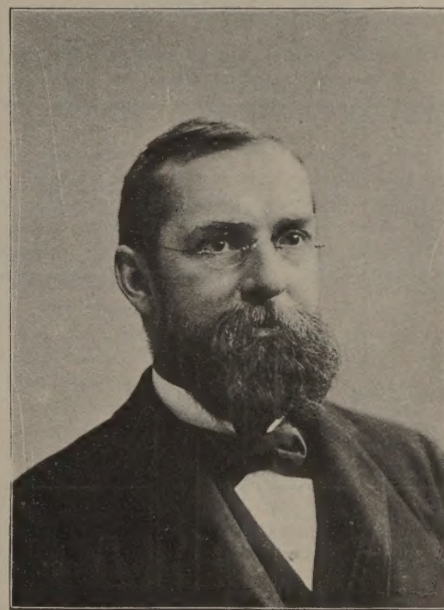
There are several kinds of wheat rust, but these as species of a group are of more interest to scientists than to farmers and grain dealers, and for our purpose wheat rusts may be treated as a whole in their economic relationship. Early in the season it is a common occurrence to find the leaves and young culms of wheat becoming spotted with the minute masses of "red rust." This is the first stage of the disease on the wheat. The red masses are made up of innumerable seeds or uredospores now ripe for dissemination by the least breath of air or drop of moisture. Unlike smut, these uredospores are capable of spreading the disease immediately to neighboring stalks and adjacent fields. If sufficient moisture is present, the spores germinate wherever they fall upon the wheat, and they send into the leaf or stem their minute vegetative filaments. These filaments branch widely in the tissues of the wheat plant, forming many web-like masses just beneath the leaf surface, or epidermis. At these places new spores are formed, and as maturity is reached the surface is ruptured, and the reddish fruiting masses of this contagious parasite appear, thus continually spreading the disease.

Later in the season, in the old spots of red rust infection, and in many new areas of growth, the "black rust," or final stage of the disease, makes its appearance. The season advances, and every stalk bears its extra burden. If moist atmospheric conditions have prevailed, whole fields of wheat may be seriously checked in growth and few solid heads of grain produced; for the vitality of the

wheat plant may not be sufficient to harbor the rust and also mature its own grain.

Black rust spores are exceedingly resistant to cold, and their function is to preserve the vitality of the disease during the winter months. With one species of rust, the presence of barberry bushes about the field insures the prompt action of the disease the following spring, for the black rust may continue its life in another form upon the barberry. Again, the disease may be carried over from the summer to the autumn crop by continuing to live in the stubble. However, the most common method of annual visitation is probably effected by a transfer of the red rust from the summer stubble to volunteer wheat or summer grasses, and from this latter source back again to the winter wheat. In this connection it is to be added that red rust spores do not retain their vitality from one season to another, and all attempts to be rid of this pest must be directed toward checking its development entirely during some part of the growing season.

It is a good thing to know the cause of a disease and its method of action, even though it may not have been successfully battled by the agency of



WILLIAM B. POTTS.

man. In the present case there are certain precautions to be taken; but it may be said at the outset that the application of fungicides has thus far proved utterly useless, and the list of materials tried is far greater than for many other diseases long since well controlled. From my article on wheat smut in the last issue of this journal, it will be remembered that smut is effectually prevented by the hot water treatment of the seed wheat. The life history of rust is so different that such treatment would be absurd, since in rust infection takes place above ground during the healthy, growing state, and not beneath the surface by means of the young germinating plant, as in smut.

In all countries, and from early times, rust has been known to wheat growers; but the demonstration of its peculiar parasitic nature is the result of more recent investigation. Australia has called many prominent conferences for the sole purpose of discussing this disease question. In the wheat-producing section of England it has ever been a serious malady. The United States Department of Agriculture has taken up the matter during the past three years, and the agricultural experiment stations all over the country have contributed their quota of services to the persevering struggle for ascendancy over this deep-seated antagonist. It is to be hoped that systematic and co-operative methods on the part of all interested may, in great measure, serve to eradicate the evil; but just at present no remedy seems likely to prevent rust in wheat susceptible to rusting.

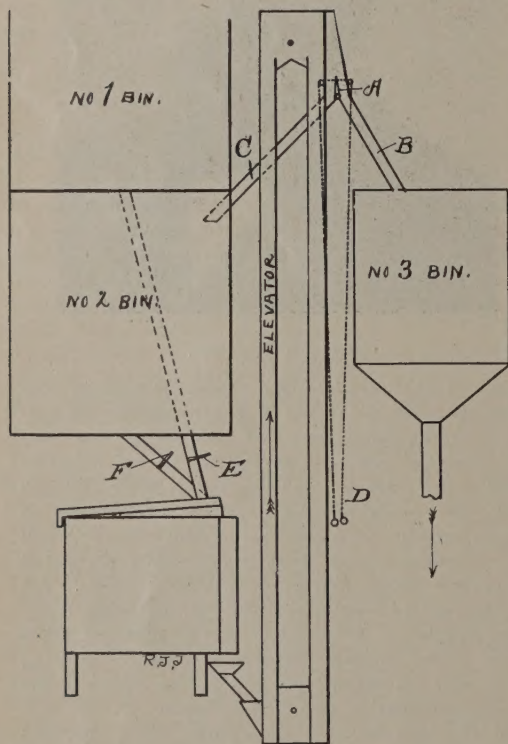
This leads to the matter of the susceptibility of the different varieties of wheat to this disease. It is generally admitted that some varieties are more re-

sistent than others, and this is true; but a variety that may be recommended for some sections will not answer for all, and its susceptibility may vary according to its adaptation to the surroundings. In general, the vigorous, large-stalked varieties seem to be less attacked; but it would be unjust to claim immunity for any. Avoid all varieties with tender stalks and thin leaves, and of those otherwise equal, select the earliest. In this connection I am pleased to say that Prof. Eugene Davenport, of the Illinois Agricultural Experiment Station and Dean of the College of Agriculture in the University at Urbana, will collect data as to the varieties best adapted to the wheat-growing sections of this state; and, in regard to this, it is hoped that some information may be given through these columns at some future time. In addition, it remains to be added that besides procuring seed of varieties known to be locally vigorous, farmers should be careful that no grass or stubble be allowed to carry over the disease from one season to another in the wheat field, and to the vigorous varieties they must look for heavier grain and greater profits.

CLEANING GRAIN TWICE WITH ONE CLEANER.

The accompanying sketch illustrates a method by which an elevator man who has but one cleaner can clean his grain once, twice, or as often as desired.

We will suppose that bin No. 1 contains dirty grain. Desiring to clean it only once we open the slide E and the grain goes to the cleaner. The cleaned grain is elevated and through spout B (spout C being closed by the valve A) goes to bin No. 3 and thence to the car. Desiring to clean twice



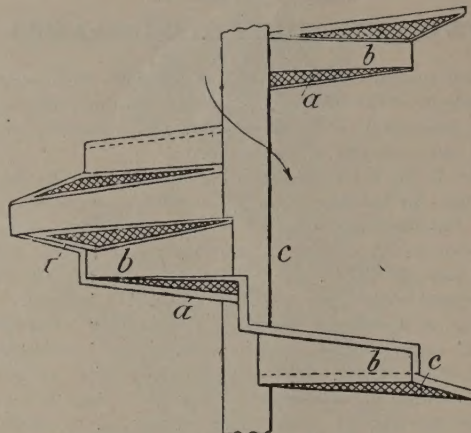
before shipping, the grain goes from bin No. 1 as before, passes through spout E to the cleaner, is elevated and passes down the spout C to bin No. 2. After cleaning any desired amount into bin No. 2 the wheat goes to the cleaner through the spout F, spout E being closed, and the process repeated.

The valve A may be operated by cords at D, using large spools for pulleys for carrying the cords, which answer very well. This saves the operator from running up and down stairs to change the valve.

Grain dealers are too much annoyed by thieves breaking into their offices, but they should not be too hasty in causing arrests. A negro was arrested at Lexington, Ky., last May on suspicion of having broken into H. B. Nelson's elevator, and has now brought suit for \$5,000 damages for unlawful arrest and imprisonment.

A CURIOUS SEPARATOR.

Our illustration, taken from the Journal de la Meunerie of Paris, shows a peculiar separating device in which the sieve surface is broken. The different parts of the sieve indicated by the letter "a" are grouped around the arms or steps, "b." This is done in such a way that each subdivision of the sieve with that behind or preceding it forms



an obtuse angle, so far as the movement of the matter is concerned, open toward the interior of the machine. The arrow shows the direction in which the machine rotates.

NEW AND OLD METHODS OF MARKETING GRAIN.

A few years ago the grain of this country went from the farm direct to consumers or to speculators. Values were higher, and the lower relative prices on the farm, compared with prices to consumers, was not so much considered as it would be now. Present lower values are not, as some seem to think and as superficial observers often charge, due to modern methods of hedging purchases, by storage people, but they exist in spite of the improved system. Low prices in this country are due wholly to the excessive competition we meet, in the markets of the world, from other exporting countries. The modern elevator system shaves down the cost to the lowest possible farthing, between producers and consumers.

When farmers market their wheat now, it is not immediately thrown upon such markets as have to forward it at once to consuming points, but it is readily absorbed into storage bins of elevators prepared to take care of it until such times as it may be wanted at higher prices, bringing values of cash wheat up nearer to the price of futures than ever before.

Farmers holding grain in their bins usually do it at larger expense. Good granaries cost them as much per bushel as it costs per bushel to build elevators. The money required to carry it costs farmers a higher rate than it costs elevator people. Money is obtained for carrying the last crop at a rate all the way from $3\frac{1}{2}$ to $4\frac{1}{2}$ per cent. on registered elevator receipts, while the same money to farmers to carry wheat in their granaries would not, perhaps, in the same section of the country, be obtained lower than 8 per cent. It costs no more for storage room than it costs farmers, and it costs only about one-half as much for interest on the money necessary to carry the wheat, and about the same cost for insurance, and hedging saves loss from distance.

Instead of being cheaper to hold grain in farm storage than in public storage, it is cheaper to hold it in the latter, for the reason given. This is proved by experience of practical tests in the last few years of large home storage. Besides that, there is no place where grain is more secure from damage than in elevators. There was, at the close of the year a larger amount of grain in store in the Northwest than ever before, which took it from the market, and consumers of cash grain are compelled by that to pay relatively higher prices for all they want to use, than if a burdensome stream of fresh

grain were offered from farm granaries to these same consumers.

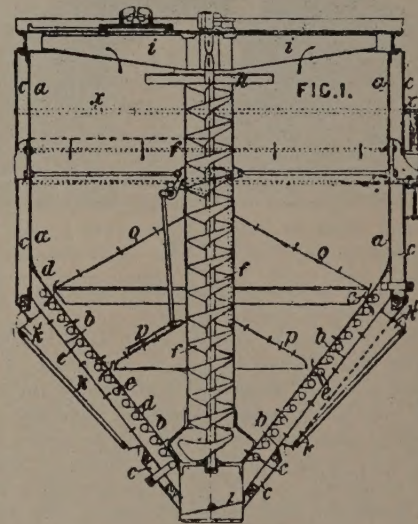
Farmers sell according to their necessities. Their necessities often throw the grain upon the markets much faster than consumers can take it, when prices would naturally suffer without some suitable provision for taking care of the surplus. That provision is supplied by the elevator system and demoralization prevented when the large movement is on.

SENDING GRAIN SAMPLES BY MAIL.

A recent ruling of the postoffice department of especial moment to grain dealers relates to the classification of grain samples, which bear the grading in ink upon the wrapper. Heretofore such have been considered as first-class matter, on account of the writing, and consignees have had to pay letter postage. The department at Washington decides that they shall be considered as fourth-class matter, when bearing only such marks as serve to identify them, as "No. 4 Red," for instance. In cases where price is given, or any direct information other than a mere description for identification purposes only, first-class rates will apply.

A BRITISH GRAIN DRIER.

J. G. Alison and P. Duff have been granted a patent by the British Patent Office for the new grain drier illustrated herewith. It consists of a double cylindrical casing, a, c, having two perforated conical bottoms b, d, with steam heating pipes e, between. A central shaft carries a conveyor f, by which the grain is raised from the lower part of the casing to the top, a centrifugal spreader h, by which it is distributed within the casing, and a fan i for drawing air through the apparatus. Air is admitted by adjustable valves k, passes through



the perforated conical base of the apparatus, and is drawn upward through the grain. The falling through the casing is distributed over the conical base by baffles, o, p, which are perforated for the passage of the air, and of which the first is fixed, and has also large apertures to allow some of the grain to pass through it, and the second is adjustable in height. Grain which happens to pass through the perforated cones d is discharged by suitable shoots passing through the air chamber k. When sufficiently dried the grain is discharged by a central valve l. The apparatus is shown arranged partly above and partly below a floor x.

Philadelphia is experiencing the novelty of a revival in the grain export business, and it is said that not since 1892 has so much business been done. The Philadelphia Grain Storage Co.'s plant at Port Richmond, with a storage capacity of 1,000,000 bushels, is taxed to its utmost after a partial idleness of several years. There is now a regular rush of grain from Western points to that port.

MINNESOTA'S LAW GOVERNING COUNTRY ELEVATORS.

BY A. MINNESOTAN.

From recent numbers of the *AMERICAN ELEVATOR AND GRAIN TRADE*, and particularly the January number, I infer that there is a widespread interest and diversity of opinion as to the benefit or damage resulting from state inspection of grain and state warehouses and grain laws.

The Minnesota laws relating to public country warehouses and elevators are very different from those of any other state and no doubt their provisions will be of interest to country elevator men of other states. The principal features of the Country Warehouse Law of Minnesota are:

1. All elevators and warehouses in which grain is received, stored, shipped or hauled, and which are situated upon the right of way of any railroad, depot grounds or any land used in connection with its line of railway, are declared to be public elevators, and as such are placed under the supervision and subject to the inspection of the Railroad and Warehouse Commission.

2. It is unlawful for any elevator or warehouse situated upon railroad land (as above specified) to receive, ship, store or handle any grain until a license shall have been first procured from the commission, the fee of which is one dollar per year. This license is revocable for cause, and any person who shall operate any warehouse or elevator without first procuring a license therefore is liable to a penalty of from \$50 to \$500 for so doing.

3. The licensee of a country elevator or warehouse is obliged by law to keep in a proper book a true and correct account in writing of all grain received, stored or shipped, stating the weight, grade and dockage for dirt or other cause of each lot of grain so received, stored or shipped.

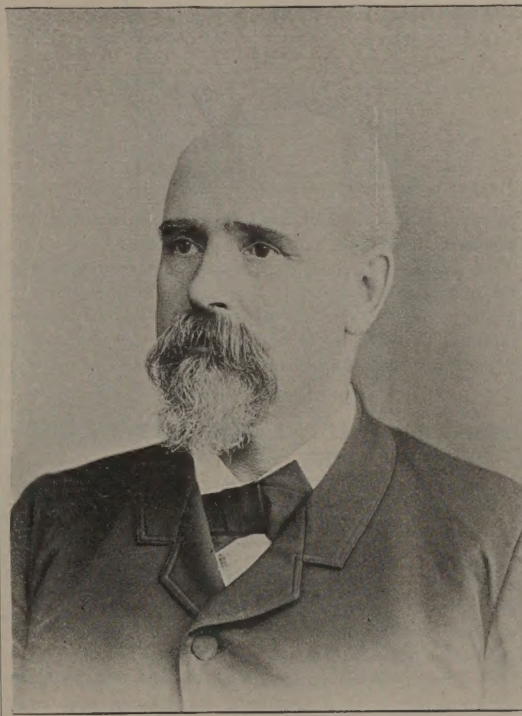
4. The Railroad and Warehouse Commission are required on or before the first day of September, in each year, or oftener if they deem proper, to make and publish all suitable and necessary rules and regulations for the government and control of public country elevators and warehouses, and the rates and charges for receiving, handling, storing and shipping of grain, and the rules published and charges so affixed have the force and effect of law, and a copy of the rules and regulations are required to be posted in each public country elevator or warehouse for the inspection of the public.

5. Said elevator owner upon presentation to him of his warehouse certificates in not less than car lots of 20,000 pounds, and payment of handling and accrued storage charges, is obliged to deliver grain of the same grade, quality and amount, at any terminal point, subject to railroad freight charges upon the same line of road that the elevator is situated, that the owner thereof may designate; where state inspection and weighing is in force; hence it will be seen that the law requires the elevator man to guarantee weights and grades at terminal points. The terminal points are Minneapolis, Duluth, St. Paul and St. Cloud, and at these points all grain received or shipped is inspected and weighed by the state inspection and weighing forces, who are under the control and supervision of the Railroad and Warehouse Commission. Incoming grain is inspected upon arrival by inspectors located upon the terminal track of each road entering the city, and each elevator or mill to whom the grain is consigned or sold has a state weighmaster located therein, to see that the grain is properly and correctly weighed. There is also connected with the inspection and weighing forces a "scale expert," who is a person of large experience in that particular line, whose duties are to constantly supervise, test and otherwise care for all grain scales wherever used by public weighmasters, and should a set of scales prove faulty or incorrect from any cause, they are at once condemned for further use until put in condition by their owner.

6. In case of dispute or disagreement arising between the elevator agent and the farmer or party delivering grain at the country elevator for storage or shipment, as to the proper grade or dockage for dirt or otherwise, upon any lot of grain delivered,

an average sample of at least three (3) quarts of the grain in dispute shall be taken by one or both parties interested, and forwarded in a suitable sack, properly sealed, and express charges prepaid, to the chief inspector of grain at St. Paul, accompanied by a request in writing, of either or both parties, that he examine and report what in his judgment the grade and dockage said grain would be entitled to, and would receive if shipped to any terminal point and subjected to official inspection, and the decision of the chief inspector is deemed conclusive evidence as to proper grade and dockage of such lot of grain.

7. In case of complaint in writing to the Railroad and Warehouse Commission being made by any party feeling aggrieved, that the party operating any country elevator or warehouse fail to give just and fair weights and grades, or is guilty of taking unreasonable dockage for dirt or other cause, or fails in any manner to operate said warehouse or elevator justly and properly, the commission may inquire into the manner in which such elevator or warehouse is operated and with a view of fully investigating any complaint made, and have full authority to enter into said elevator or warehouse,



WEIGHMASTER JOHN WALKER.

and inspect and examine all the books, records and papers connected therewith, as well as the scales, machinery or other fixtures pertaining thereto. The commission may also at any time cause any elevator owner or country warehouse man to furnish under oath, and upon proper forms furnished by them, a complete report and itemized statement of all grain received, shipped, stored or handled for the year, which statement shall also specify the kind, grade, gross and net weight of all grain received, stored or shipped, and shall particularly specify and account for all so-called "overages" that may have occurred during the year.

8. The Commission have also authority to, at any time they may see proper, cause any warehouse or elevator, and the business thereof, and the mode of conducting the same, to be thoroughly inspected, and for that purpose have a member of the grain inspection department specially detailed for this and other purposes connected with the carrying out of the details of this law, who is styled "Supervising Inspector of Country Warehouses" and he is specially charged with the duty of seeing the details of the law pertaining to country elevators and warehouses, fully and impartially administered.

There are at the present writing 1,132 elevators and warehouses doing business under the provisions of this law which has practically been in force three seasons, and has proven beneficial to all parties concerned, as previous to the passage of this law each and every individual elevator or ware-

house, or line of elevators, had a system of grading, storing and handling grain peculiarly its own, and an uniformity of grade or dockage for dirt or other causes at country points was therefore an impossibility. A feeling of antagonism was constantly appearing between the country elevator men and the farmer, which this law has done much to remove. The elevator man has become less arbitrary, and the farmer less exacting in his demands, and both parties are ready to admit the wisdom of a law that places the business in the hands of an honest and disinterested arbitrator in case of dispute, in which both parties have respect and confidence. Of course, the system has its enemies, as is the case with any law seeking to amend or improve the existing order of things, but its principal and strongest opponents are numbered among those who never raised a bushel of grain, or are of that ignorant, bigoted class that the Angel Gabriel could not administer any law or set of laws to their satisfaction.

It is conceded by all parties competent of judging, that Minnesota has the best system of marketing and handling the vast wealth of grain raised by herself and two sister states, North and South Dakota, and it is to be hoped that the day is far distant when this system, which has been so carefully built up and has become, as it were, an absolute necessity, will be changed and the old order of things re-established.

CHICAGO'S PUBLIC WEIGHMASTER.

Weighmaster John Walker of the Chicago Board of Trade has been reappointed for another year, and the Chicago Sugar Refinery, which is notorious for short weights, has failed ignominiously in its attempt to make Mr. Walker bear the brunt of its fight against honest and disinterested weighmen. The Board merits the hearty thanks of every country shipper, and everyone connected with the trade who is in favor of honest weights, and it should support it in its firm stand against private weighmen. The grain trade of Chicago has long been menaced by short weights, and much grain diverted to other markets. Petty thieves permitted their weighmen to dock a hundred here and five hundred there. They did not object to their business reputation being besmirched as long as they were able to profit by the proceeding.

The crusade against private weighmen and the resulting short weights, which was commenced by the Illinois Grain Dealers' Association, has resulted in much good, as official public weighmen have been installed at every elevator, mill, malt house and brewery. The sugar refinery, which was the most frequent offender in the matter of short weights, is alone in its obstinate fight against public weighmen. It has even threatened to go into the country to purchase its corn, but, of course, will purchase subject to its own weights. Country shippers will weaken the cause of official public weights by selling to it, and open the door for a return to the general employment of private weighmen.

Weighmaster Walker has been at the head of the weighing department since 1887, and his management of the department has given general satisfaction. He was born in Dublin, Ireland, May 1, 1831, and has lived in Chicago about 46 years. From 1858 to 1868 he was foreman of the Iowa and Lunt elevators. He then left Chicago and bought an elevator at Maroa, Ill., which he operated four years. Then he returned to Chicago and entered the grain commission business, first with S. D. Foss & Co., and later for himself.

That he has been a careful and conscientious worker is shown by the fact that he resigned early in 1893, but the directors were loath to part with his services, and by persistent solicitation he was induced to remain in charge of the department. He gives his personal supervision to the work of his subordinates, and visits the different elevators frequently to inspect the work of the weighmen and the scales.

Thos. G. White & Co. of Duluth, Minn., have sued B. E. Baker, a bucket shop operator, to recover \$1,450 placed in 1894 for investment in corn.

COMMISSIONS AT CHICAGO.

The handlers of cash grain do not seem to be alone in their troubles. It, of course, has been a well-known fact that large operators were getting a better rate than $\frac{1}{8}$ c. on option business, but that any house was doing better than $\frac{1}{8}$ c. will be news to a good many. Such, however, seems to be the fact, as the following will show: "Commission people were a good deal stirred up on the Board of Trade yesterday because one of their number, who has just put in a wire to Minneapolis, has begun doing business up there with a rate of \$1.75 on 5,000 bushels. The cheapest, heretofore, has been \$3.12 $\frac{1}{2}$, and that is just half what it was a few years ago. An amusing feature of yesterday's stir over this Minneapolis cut in commissions was that a commission man who has been gobbling the St. Louis business on a cut was the most indignant in his comments upon the cut in the Northwestern direction. This figure, \$1.75, is about the cheapest ever heard of on outside business. Commission rates were never as badly demoralized as now. It is claimed that the more business that is done at this latest figure the worse off the commission man will be, and that it will only take a big movement in prices to demonstrate this. Up to 1883, when the board moved from the building on Washington street to the present structure, commission men got $\frac{1}{4}$ c., as a rule, from outsiders. Within a very few years the rate was down to $\frac{1}{8}$ c. The prevailing rate now for outside business is $\frac{1}{16}$ c. This latest rate made by the new claimant for Minneapolis business is not much over $\frac{1}{32}$ c."—Times-Herald.

UNFAIR CAR SERVICE RULES.

The Cincinnati Grain, Hay and Feed Receivers' Association is agitating the question of reciprocal demurrage. In common with many other shippers throughout the country they protest against what they consider a "jug handle" arrangement. As they put it they are required to pay car service for all time over forty-eight hours consumed in loading or unloading cars, but on the other hand when a railway company requires several days to place a car in position no claim for loss or damage to the shipper occasioned by such delay will be entertained. They claim that the rule should be reciprocal in its character, and on the same theory that they are required to pay for delays occasioned by misfortune or carelessness, the railroad company should in like manner reimburse them for delays arising from similar causes.

It must be admitted that in this matter the shippers have the best of the argument, although the fact should also be stated that car service rules as at present enforced are not wholly in the interests of the railroads. The more rapid handling of cars possible under efficient car service regulations is directly a benefit to shippers as well as to railways; but it is nevertheless true that the rules of car service associations are not altogether founded in equity.

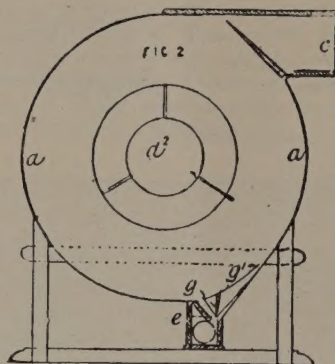
Taken in the aggregate the unavoidable delays attaching to railroad operation are probably not greater than those which interfere with the plans of shippers, and it is no doubt true that the total actual loss occasioned to shippers by the delay of their property en route is much greater than would be the probable earnings of the cars during the period of delay caused by dilatory loading or unloading. There is no manner of doubt but that at the first the operation of railroads was so uncertain as to preclude the possibility of making time contracts; and even at the present time it is more than probable that what would seem an extravagant margin might be necessary to the adoption of such conditions.

But after all is said it remains true that as at present formulated, car service rules are unfair, and therefore should be reconsidered. It is not believed that these rules should be abrogated, for even under their present form they are an improvement upon the old system, but the railroads cannot afford to maintain, much less defend a system which is so manifestly wrong as that now in force throughout

the country. That the principle underlying these charges for delay is correct has been affirmed by the courts, but it would be better for the roads if they would voluntarily establish a corresponding allowance to shippers for delays occasioned by themselves, instead of compelling their patrons to resort to the courts in order to maintain their rights, as surely will be the case unless this is done.—Railway Review.

A SIMPLE DUST COLLECTOR.

The British Patent Office has granted a patent to P. Turner of London for a device for separating air from dust which we illustrate herewith. It is so arranged that the dust laden air enters a fan casing a through tangential passages c, the dust is thrown

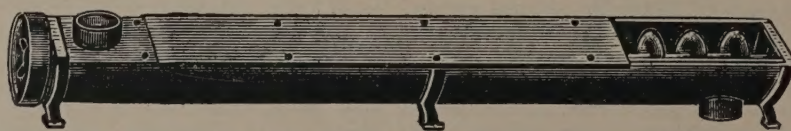


by centrifugal action against the casing, and the purified air escapes through axial openings d. The dust falls into a box e, whence it is carried away by a screw conveyor; it is guided by a projecting lip g mounted on an adjustable plate g' with a passage beneath it for the return to the fan casing of any air that may escape into the box e.

THE LORENZ SHEET STEEL CONVEYOR BOX.

We illustrate herewith a new sheet steel conveyor box, recently invented by P. A. Lorenz. It is constructed entirely of iron. The top edges of the box are folded over twice and bent at a right angle. This makes a strong and rigid edge, much superior to angle iron. The sheets are rolled to correspond with the diameter of the conveyor and bolted to the stands in such a manner as to make an entirely straight box with a perfectly smooth surface, over which the grain and material conveyed passes. The sheet iron cover is bolted to the box, insuring it to be dustproof. The conveyor stands far enough above the floor to allow its being kept perfectly clean. All sides are accessible.

The makers of this conveyor box, Moore & Lorenz of Chicago, claim many advantages over



THE LORENZ SHEET STEEL CONVEYOR BOX.

the old style wooden box. In the case of the iron box there is no space where dust can accumulate and the fire hazard is very much reduced. There is no place where bugs of any kind can find lodging and when, as sometimes happens, a nail or other foreign substance gets into the conveyor there is no wood to ignite from any sparks produced. The box is shipped in five-foot sections and can be placed together very easily after it has arrived at destination. Various sizes are made. The conveyor is painted and makes a very neat appearance.

The case of Scribner, Creighton & Co. vs. the Morrison Grain & Lumber Co. of Waterloo, Iowa, in which defendants were sued for \$12,000, was settled out of court recently, each side paying half the costs, and defendants paying \$5,600 to plaintiffs.

THE RAIN THAT BROKE THE MARKET.

One trader on the Board they call the "rain-maker." He had been a persistent bear on corn, and was getting a trifle nervous because of an equally persistent dry spell. He had sold a large quantity for future delivery before the advance began, and finally reached a point where a call for more margins meant serious consequences. His hopes had been keyed up by a weather man, whom he called the "whether" man, who predicted showers and furnished only a blazing sun. A day came when something must be done or bust. The heat remained intolerable, but in spite of it he got an inspiration. Hurrying out to the wash room he covered his white felt hat with water, and, rushing back into the corn pit, he waved his dripping hat in the air, shouting: "Hurrah, boys, the rain has come." The attack was so sudden there was no time to investigate, and there was a rush to sell corn. It broke a cent and the "rainmaker" just crawled out of the hole that was so close to ruin.

SHORTAGES IN LAKE SHIPMENTS.

At the recent meeting of the Lake Carriers' Association at Detroit a committee appointed to investigate the subject of grain shortages reported that, "Your committee have met with Mr. Junius S. Smith, special weighmaster at Buffalo, and have considered the facts presented to them by him, showing the gradual but steady reduction in grain shortages at Buffalo, which have been reduced to less than one-fourth of their former proportions by the introduction of a system involving tallying by competent men, frequent testing of all elevator scales, investigation of all considerable shortages and overruns, by looking up the records of the loading and unloading elevators, and procuring tests of their scales, etc., and examination of all methods of delivery. Under this system a very valuable record of all elevators along the lakes has been obtained, and the weighing of grain is being made yearly by better construction of the elevators, better system of weighing, and more careful attention to all the details of a complicated matter.

"All the weighing at each port where the grain trade is carried on could be done by one man, who could thus get complete records and be able to look up and investigate, both at the loading and unloading ports, all cases involving any considerable shortage. The system could be brought to much greater perfection and better results obtained; and since shortages are much more frequent than overruns, money could be saved to vessel owners. In the interest of greater accuracy and smaller payments for shortages, your committee therefore recommends to members of the association that they have their weighing at Buffalo and all other grain ports done

by the official weighmaster at each port; that a circular embodying this recommendation and explaining the reason, therefor, be sent to each member by the secretary."

This action is encouraging for grain shippers who have experienced considerable trouble collecting for shortages during recent seasons. The report contains encouragement for both shippers and carriers in that the number of shortages are decreasing.

No wonder bucket shops flourish in country towns when they receive such support from the local press as this from the Sentinel of Carroll, Iowa: "The bucket shop has closed its doors. Those who had it in charge were sorry to give it up. We regret the loss, for it will deprive us of the markets which have been of more or less interest to our readers." It has furnished them with very expensive amusement.

ATTEMPT TO DEFRAUD COUNTRY SHIPPERS.

A number of country elevator men and grain shippers in the Northwest recently had a narrow escape from quite serious loss. It seems that some person bethought himself of a scheme that promised quick and rich results. As he gave the grain trade his attention, it is presumed that he has had some former experience in the grain commission business.

If he could duly secure a number of carlot shipments of grain and pocket the gross proceeds this bright man thought then he could afford to travel in foreign countries and have a nice time. But how to secure possession of the grain without paying for it in advance or on the spot was the question. By assuming a firm name very similar to one well-known would lead some dealers in the country to believe that they were dealing with the known firm and shipment would probably be made direct as ordered and not to the order of the shipper.

The schemer had his letter heads nicely printed, using this for a heading, Griggs Bros. & Co., wholesale grain, hay and feed, Chamber of Commerce, Minneapolis, St. Paul, Duluth. These were dated Minneapolis and the letters were sent out from

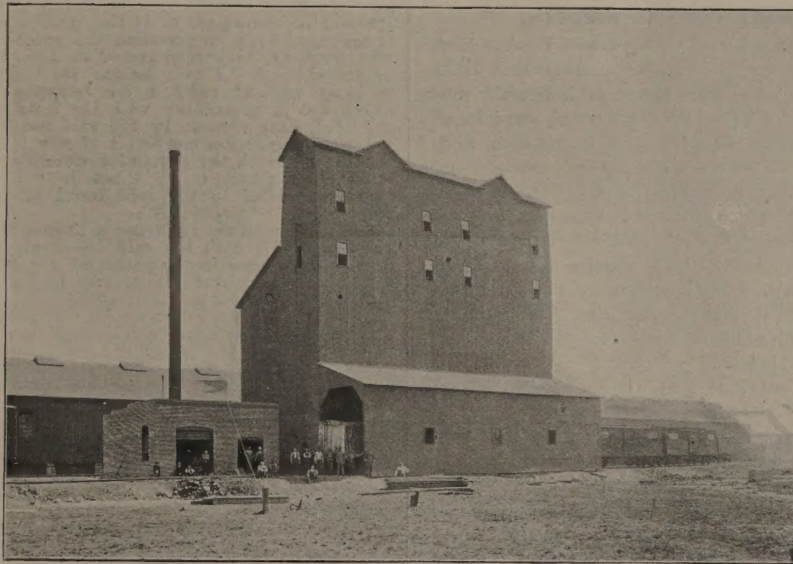
the grain to Griggs Bros., St. Paul, instead of as at first billed.

Six cars of grain arrived via the Milwaukee road from different points consigned to Griggs Bros. & Co., not one of which, owing to the energetic measures taken to protect the shippers, did this adventurer secure.

No arrests have as yet been made, but it is understood the postoffice department has the matter in hand, and the swindler may have the charge of using the mails for the purpose of perpetrating a fraud to answer to.

NEW TRANSFER ELEVATOR AT BUFFALO, N. Y.

It is gratifying to note that the members of the grain trade are beginning to appreciate the advantages of a first-class grain transfer elevator, as is shown by the number which has been erected during the last twelve months. These houses not only reduce the cost of transferring, but they make the work so easy that blockades are prevented, and the amount of grain lost in transferring is reduced to a minimum. The grain is transferred under cover so that snow, hail, sleet, rain, and wind do not interfere with the transferring, or damage the grain



NEW TRANSFER ELEVATOR AT BUFFALO, N. Y.

there. First he wrote a large number of shippers requesting them to name lowest price for a few cars each of white oats and of shelled corn, for immediate delivery at their stations, and signed the letters "Griggs Bros. & Co." Then it is presumed he went to the postoffice in Minneapolis and requested that letters reaching there so addressed be held at the general delivery window and that he would call for them. The result was many offers of oats and corn and persons offering the same were advised of acceptance and directed to ship the grain at once to Griggs Bros. & Co., Minneapolis.

Some of the parties, however, directed their replies to Griggs Bros., St. Paul, and this firm at once began to investigate. Its agents find that shipments of grain were on the way to Minneapolis and that some cars were already there, consigned to Griggs Bros. & Co.

The secretary of the Chamber of Commerce of Minneapolis and a number of prominent grain men there were interviewed and, while they all knew the firm of Griggs Bros., none knew of any new firm under the name of "Griggs Bros. & Co." Letters were at once sent to the different railway agents stating the situation and requesting that, in order to protect the shippers and also the companies from possible claims, they make delivery of grain so consigned only after careful investigation. One firm at Sheldon, Iowa, supposing that it was dealing with the firm of Griggs Bros., shipped two cars of oats and one car of corn to Griggs Bros. & Co., Minneapolis, as requested.

The firm was communicated with and at once telegraphed back an order to the agent to deliver

as it does where other methods are employed. In addition to this, reliable weights are always secured.

One of the transfer elevators recently started is the elevator illustrated herewith, which was erected at Buffalo, N. Y., by the Seckner Contracting Company. Although intended primarily as a transfer elevator, it has a storage capacity of 300,000 bushels. Buffalo has long needed a good transfer elevator for transferring grain from the cars of Western roads to those which run east from that city, and this modern house will facilitate this work and foster the city's grain trade. Grain transferred will not lose identity or any portion of its bulk.

The style of construction and the kind of machinery used, make this one of the best elevators in Buffalo. It is capable of transferring from fifty to seventy-five cars in ten hours. Grain is taken in on one side of the elevator under cover, dropped into a receiving sink and elevated to the top, where it is received into hopper scales of fourteen hundred bushels capacity. It is then weighed and dropped into cars on the opposite side of the house. The time occupied in transferring from one car into the other car is seven minutes, making it one of the fastest transfer elevators yet built.

The elevator has all the best modern improvements; the elevator buckets are 7x7x24, placed 13 inches apart. The belt is run at a speed of 700 feet per minute. Among other machines the house contains one of S. Howe's oat clippers of largest size, and cleaners capable of cleaning 1,500 bushels per hour. This house has been running for some time and has given perfect satisfaction.

THE FREIGHT PER HUNDRED AND PER BUSHEL.

Grain shippers who have frequently stopped to figure out how much they could afford to pay per bushel for grain when the rate per hundred was changed or they desired to ship to a new market will appreciate the value of the following table in rapidly determining the cost of transporting a bushel where the rate per hundred is known. There is no chance for errors to creep in and the shipper is saved the trouble of making the calculation. The following table gives the freight, per bushel, at any given rate per 100 pounds or cental:

Freight per 100 lbs.	Wheat and Clover Seed. 60 lbs.	Corn, Rye and Flax Seed. 56 lbs.	Barley and Hungarian Seed. 48 lbs.	Timothy Seed. 45 lbs.	Oats. 32 lbs.
Cents.					
1	.6	.6	.5	.5	.3
2	1.2	1.1	1.0	.9	.6
2½	1.5	1.4	1.2	1.1	.8
3	1.8	1.7	1.4	1.4	1.0
4	2.4	2.2	1.9	1.8	1.3
5	3.0	2.8	2.4	2.3	1.6
6	3.6	3.4	2.9	2.7	1.9
7	4.2	3.9	3.4	3.2	2.2
7½	4.5	4.2	3.6	3.4	2.4
8	4.8	4.5	3.8	3.6	2.6
9	5.4	5.0	4.3	4.1	2.9
10	6.0	5.6	4.8	4.5	3.2
11	6.6	6.2	5.3	5.0	3.5
12	7.2	6.7	5.8	5.4	3.8
12½	7.5	7.0	6.0	5.6	4.0
13	7.8	7.3	6.2	5.9	4.2
14	8.4	7.8	6.7	6.3	4.5
15	9.0	8.4	7.2	6.8	4.8
16	9.6	9.0	7.7	7.2	5.1
17	10.2	9.5	8.2	7.7	5.4
17½	10.5	9.8	8.4	7.9	5.6
18	10.8	10.1	8.6	8.1	5.8
19	11.4	10.6	9.1	8.6	6.1
20	12.0	11.2	9.6	9.0	6.4
21	12.6	11.8	10.1	9.5	6.7
22	13.2	12.3	10.6	9.9	7.0
22½	13.5	12.6	10.8	10.1	7.2
23	13.8	12.9	11.0	10.4	7.4
24	14.4	13.4	11.5	10.8	7.7
25	15.0	14.0	12.0	11.3	8.0
26	15.6	14.6	12.5	11.7	8.3
27	16.2	15.1	13.0	12.2	8.6
27½	16.5	15.4	13.2	12.4	8.8
28	16.8	15.7	13.4	12.6	9.0
29	17.4	16.2	13.9	13.1	9.3
30	18.0	16.8	14.4	13.5	9.6
31	18.6	17.3	14.9	14.0	9.9
32	19.2	17.9	15.4	14.4	10.2
32½	19.5	18.2	15.6	14.6	10.4
33	19.8	18.5	15.8	14.9	10.6
34	20.4	19.0	16.3	15.3	10.9
35	21.0	19.6	16.8	15.8	11.2
36	21.6	20.2	17.3	16.2	11.5
37	22.2	20.7	17.8	16.7	11.8
37½	22.5	21.0	18.0	16.9	12.0
38	22.8	21.3	18.2	17.1	12.2
39	23.4	21.8	18.7	17.5	12.5
40	24.0	22.4	19.2	18.6	12.8
41	24.6	23.0	19.7	18.5	13.1
42	25.2	23.5	20.2	18.9	13.4
42½	25.5	23.8	20.4	19.1	13.6
43	25.8	24.1	20.6	19.4	13.8
44	26.4	24.6	21.1	19.8	14.1
45	27.0	25.2	21.6	20.3	14.4
46	27.6	25.8	22.1	20.7	14.7
47	28.2	26.3	22.6	21.2	15.0
47½	28.5	26.6	22.8	21.4	15.2
48	28.8	26.9	23.0	21.6	15.4
49	29.4	27.4	23.5	22.1	15.7
50	30.0	28.0	24.0	22.5	16.0
52½	31.5	29.4	25.2	23.6	16.8
55	33.0	30.8	26.4	24.8	17.6
57½	34.5	32.2	27.6	25.9	18.4
60	36.0	33.6	28.8	27.0	19.2
62½	37.5	35.0	30.0	28.1	20.0
65	39.0	36.4	31.1	29.3	20.8
67½	40.5	37.8	32.4	30.4	21.6
70	42.0	39.2	33.6	31.5	22.4

Claggett, Huff & Co., grain dealers of Lexington, Ill., purchased 4,000 bushels of corn of Owen Hancock last November, and later were informed that \$308 was due another party as rent, and that sum was held out in settlement with Hancock. Claggett, Huff & Co. have filed a bill of interpleader to adjust the matter, Owen Hancock being defendant.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

PURCHASED ELEVATOR.

Editor American Elevator and Grain Trade:—I see in the *AMERICAN ELEVATOR AND GRAIN TRADE* that it is announced that Richard Spangler has engaged in the grain business at this place. It should be J. D. Spangler. I bought the warehouse of Andrew Tuttle and am sole proprietor. I buy all kinds of grain, feed, hay, furs, etc., and carry on a wholesale business in grain, flour, feed, hay and straw, and do custom grinding.

Yours truly,
J. D. SPANGLER.
Defiance, Ohio.

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor-master of the port of Tacoma, Wash., for the month of January, the total exportation of breadstuffs was as follows: Wheat, 227,006 bushels, valued at \$122,489; flour to China and Africa, 31,406 barrels, valued at \$77,101. The inward registered tonnage was 27,189, inward cargoes 4,375; outward registered tonnage 36,444, outward cargoes 38,712. The deep sea arrivals were 28, departures 27.

SAMUEL COLLYER,
Secretary Chamber of Commerce.
Tacoma, Wash.

RICE AT NEW ORLEANS.

Editor American Elevator and Grain Trade:—Following is an account of the movement of the 1895 crop of rice at New Orleans to Feb. 1, 1896:

Rough rice, in sacks: Receipts during January, 113,352, against 92,877 in January, 1895; receipts from Aug. 1, 1895, to Feb. 1, 1896, 1,010,612, against 645,184 during the corresponding period of 1894-95. Distribution during January, 113,611, against 76,715 during January, 1895; distribution from Aug. 1, 1895, to Feb. 1, 1896, 832,478, against 487,963 during the corresponding period of 1894-95. Total stock in first and second brands: Aug. 1, 1895, 45,469; Aug. 1, 1894, 43,389; Jan. 1, 1895, 184,448; Jan. 1, 1894, 262,864; Feb. 1, 1896, 223,603; Feb. 1, 1895, 200,610.

Clean rice, in barrels: Receipts during January, 1,283, against 9 in January, 1895; receipts since Aug. 1, 1895, 2,418, against 363 during the corresponding period of 1894-95. Sales: Reported during January, 31,353, against 22,076 during January, 1895; since Aug. 1, 1895, 187,964, against 120,543 during the corresponding period of 1894-95. Total stock in first and second hands: No. 1, Feb. 1, 1896, 32,654, Feb. 1, 1895, 14,655, Jan. 1, 1896, 13,852, Jan. 1, 1895, 11,701. No. 2, Feb. 1, 1896, 7,200, Feb. 1, 1895, 777, Jan. 1, 1896, 3,692, Jan. 1, 1895, 135.

HY. H. SMITH,
Secretary Board of Trade.
New Orleans, La.

SHORT WEIGHTS AT TERMINAL MARKETS.

Editor American Elevator and Grain Trade:—We find that since the question of shortages in weights at Chicago was agitated by the Illinois Grain Dealers' Association and the Grain Receivers' and Shippers' Association of Chicago, the weights on stuff to Chicago are much more satisfactory than they were previous to the time that the matter of weighing was taken up by these associations and put into the hands of the Board of Trade official weighmaster.

In talking recently with Mr. J. H. Duffeld, who is with the E. O. Stanard Milling Co., located at Jerseyville, Ill., he informed me that he had shipped 19 cars of corn to Chicago a little while before, and that his weights were very satisfactory. I understood him to say that his shortage was between one and two bushels on the entire 19 cars.

I find that whereas our weights at Toledo one year ago were as good or better than any weights in the country, for the past two or three months they have been the poorest. The grain received at Toledo is weighed in the Lake Shore & Michigan Southern R. R. Co. Elevator "A." We have re-

fused to sell any more grain there until this is rectified, and we would naturally suppose that other shippers would refuse to sell there on the same account.

We would be pleased to hear from shippers through your columns and have them give a comparison of weights as they are running now and as they were running a year ago. Shippers must keep this weighing question worked up. It will save them thousands of dollars annually. They should join an association and keep up the fight.

Yours truly,
E. R. ULRICH JR.
Springfield, Ill.

WAREHOUSE LAWS FOR IOWA.

Editor American Elevator and Grain Trade:—I cannot understand what kind of a law the farmers of Iowa would want for the regulation of the inspection of grain and public elevators. The majority of farmers know very little about the business, and they take a selfish view of the matter. I think if it was left to them to fix up it would be a jumbled up mess. It is my opinion that none but good, intelligent men experienced in the grain business could frame any adequate laws governing inspection of grain or warehouses.

Very respectfully,
W. W. BURGESS.
Early, Iowa.

KAFFIR CORN IN KANSAS.

Editor American Elevator and Grain Trade:—Kaffir corn is just now coming in for considerable discussion by those who are directly or indirectly interested in grain. There have been many experiments made in growing the corn here in Kansas, and I believe in other states also. But it has not been so successful in what we are used to calling "favorable" sections of the country. It seems to go by opposites, failing in South Dakota and being successfully grown in the arid regions of this middle western country. That seems to be almost too good to be true, but if there is still any doubt about it the matter will soon be settled by the experiments now being carried on.

If it turns out that Kaffir corn can be successfully grown in Kansas, and I feel certain it will, farmers will cultivate it largely. This will mean an increased business for the country elevator men and grain handlers. The only drawback is that it may not be in very great demand by the millers. Some millers who have experimented with grinding it say that, while it is one of the best feed crops we could have, it is not so good as a food for human beings, though it makes good meal. But elevator men can take advantage of that, and those who have feed mills will doubtless do a pretty good business in grinding the new corn. And we are promised large crops, for it stands drouth better than any other.

T. C. CAREY.

PUBLIC WAREHOUSE LAW FOR IOWA.

Editor American Elevator and Grain Trade:—Here with I send you a copy of the Public Warehouse Bill now before the state legislature. I think there is no doubt but it will pass with some slight amendments.

The bill is entitled "A bill for an act to create and regulate public warehouses and the warehousing, shipping, weighing and inspection of grain." It is House File No. 77 and was introduced by Mr. St. John. The bill is as follows:

BE IT ENACTED BY THE GENERAL ASSEMBLY OF THE STATE OF IOWA:

Section 1. That all elevators or storehouses where grain or other property is stored for a compensation, whether the property stored be kept separate or not, are declared to be public warehouses.

Sec. 2. The owner, lessee or manager of each and every public warehouse shall make weekly statements under oath, on or before each Tuesday up to the close of business on the previous Saturday, before some officer designated by law, and keep the same posted in some conspicuous place in the office of such warehouse, and shall also file a copy for public examination in such other place or places designated by law, which statement shall correctly set forth the amount of each and every kind of grain in such warehouse, together with such other property as may be stored therein, and what warehouse receipts have been issued, and are, at the time of making such statement, outstanding therefor; and in cities of the metropolitan or first class, the owner, lessee or manager of such public warehouse situated therein shall, in addition to the above, note such daily changes on the copy posted in the warehouse as may be made in the

quality and grade of grain in such warehouse, and the different grades of grain shipped in separate lots shall not be mixed with inferior lots without the consent of the owner or consignee thereof.

Sec. 3. The owner or owners of property stored in any warehouse, or holder of a receipt for the same, shall always be at liberty to examine such property stored and all the books and records of the warehouse in regard to such property.

Sec. 4. All public warehouses as herein defined shall be divided into three classes, to be designated as "A," "B" and "C," respectively, and they shall receive, ship, store and handle the property of all alike, without discrimination. This does not apply to property extra hazardous.

Sec. 5. Public warehouses of class "A" shall embrace all warehouses, elevators, granaries in which grain is stored in bulk, and in which the grain of different kinds is mixed together, or in which the grain is stored in such a manner that the identity of different lots or parcels cannot be accurately preserved, such warehouses, elevators, or granaries being located in the cities of metropolitan or first class. Public warehouse of class "B" shall embrace all other warehouses, elevators, or granaries in which grain is stored in bulk, in which the grain of different owners is mixed together. Public warehouses of class "C" shall embrace all other warehouses or places where property of any kind is stored for a consideration.

Sec. 6. The proprietor, lessee, or manager of any public warehouse shall be required, before transacting any business in such warehouse, to procure from the board of railroad commissioners a license permitting such proprietor, lessee, or manager to transact business as a public warehouseman under the law of this state, which license shall be issued by the board of railroad commissioners upon a written application, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or if the warehouse be owned or managed by a corporation, the name of the president, secretary and treasurer of such corporation shall be stated, and the said license shall give authority to carry on and conduct the business of a public warehouse in accordance with the laws of this state and shall be revocable by the said board of railroad commissioners, upon complaint of any person in writing, setting forth the particular violation of law upon satisfactory proof, to be taken in such manner as may be directed by the said board of railroad commissioners.

Sec. 7. The person receiving a license as herein provided shall file with the said board of railroad commissioners a bond to the people of the state of Iowa, with good and sufficient security to be approved by said board of railroad commissioners, in the penal sum of ten thousand dollars (\$10,000), conditioned for the faithful performance of his duty as a public warehouseman, and his full and unreserved compliance with all the laws of this state in relation thereto.

Sec. 8. Any person who shall transact the business of a public warehouse without first procuring a license as herein provided, or who shall continue to transact any such business after such license has been revoked (save only that he may be permitted to deliver property previously stored in such warehouse) shall on conviction be fined in a sum not less than one hundred dollars (\$100.00), nor more than five hundred dollars (\$500.00) for each and every day such business is carried on, and the said board of railroad commissioners may refuse to renew any license or to grant a new one to any of the persons whose license has been revoked, within one year from the time it was revoked.

Sec. 9. It shall be the duty of any warehouseman of classes "A" and "B" to receive for storage or shipment any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons desiring to avail themselves of warehouse facilities; and in case of every warehouseman of class "A" such grain, in all cases, shall be inspected and guarded by a duly authorized inspector, and stored with grain of a similar grade received at the same time as near as may be. In no case shall grain of different grades be mixed together in warehouses of class "A" while in store; but if the owner or consignee so requests, and the warehouseman consents thereto, his grain of the same grade may be kept in a bin by itself, apart from that of the owners, which bin shall thereupon be marked and known as a "separate bin." If a warehouse receipt be issued for grain so kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse of class "A" unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be so construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouses are necessarily closed.

Sec. 10. Upon application of the owner or consignee of grain stored in a public warehouse of class "A," the same being accompanied with evidence that all transportation or other charges which may be a lien upon such grain, including charges for inspection, have been paid, the warehouseman shall issue to the person entitled thereto a warehouse receipt therefor, subject to the order of the owner or consignee, which receipt shall bear date corresponding with the receipt of the grain in store, and shall state upon its face the quantity and inspected grade of the grain, and that the grade mentioned in it has been received into store, to be stored with grain of the same grade by inspection, received at about the date of the receipt, and that it is delivered upon the return of the receipt properly endorsed by the person to whose order it was issued, and the payment of proper charges for storage. All warehouse receipts for grain issued from the same warehouse shall be consecutively numbered, and no two receipts bearing the same number

shall be issued from the same warehouse during any one year, except in the case of a lost or destroyed receipt, in which case the new receipt shall bear the same date and number as the original and shall be plainly marked on its face "duplicate." If the grain was received from railroad cars, the number of each car shall be stated upon the receipt, with the amount contained; if from canal boat, barge or other vessel, the name and number of such craft; if from teams or by other means, the manner of its receipt shall be stated on its face. The number of the bin shall also be written on the face of the receipt when desired by the owner or consignee.

Sec. 11. Upon the delivery of grain or other property from store, upon any receipt, such receipt shall be plainly marked across its face with the word "cancelled," with the name of the person cancelling the same, and shall thereafter be void, and shall not again be put in circulation, nor shall grain or other property be delivered twice upon the same receipt.

Sec. 12. No warehouse receipt shall be issued except upon the actual delivery of grain or other property into store in the warehouse from which it purports to be issued and which is to be represented by the receipt, nor shall any receipt be issued for a greater quantity of grain or other property than was contained in the lot or parcel stated to have been received, nor shall more than one receipt be issued for the same lot of grain or other property, except in cases where receipts for a part of a lot are desired and then the aggregate receipts for a particular lot shall cover that lot and no more. In cases where a part of the grain or other property represented by the receipt is delivered out of store and the remainder is left, a new receipt may be issued for such remainder, but such new receipt shall bear the same date as the original, and shall state on its face that it is balance of receipt of the original number, and the receipt upon which a part has been delivered shall be cancelled in the same manner as if it had all been delivered. In case it is desirable to divide one receipt into two or more, or in case it is desirable to consolidate two or more receipts into one, and the warehouseman consents thereto, the original receipt shall be cancelled the same as if the grain or other property had been delivered from store, and the new receipts shall express on their face that they are parts of other receipts, or a consolidation of other receipts, as the case may be, and the number of the original receipts shall also appear upon the new ones issued as explanatory of the change, but no consolidation of receipts of dates differing more than ten days shall be permitted, and all new receipts issued for old ones cancelled, as herein provided, shall bear the same dates as those originally issued, as near as may be.

Sec. 13. No warehouseman in this state shall insert in any receipt issued by him any language in anywise limiting or modifying his liabilities or responsibilities as imposed by the laws of this state.

Sec. 14. On the return of any warehouse receipt issued by him, properly endorsed, and the tender of all proper charges upon the property represented by it, such property shall be deliverable to the holder of such receipt in the order demanded and as rapidly as due diligence, care and prudence will justify. Unless the property represented by such receipt shall be properly delivered as above, after such demand shall have been made, the warehouseman in default shall be liable to the owner of such receipt for damages for such default ten per cent. of the value of the property at the time of the demand, and in addition thereto one per cent. of the value of the property for each and every day of such neglect or refusal to deliver.

Sec. 15. The warehouseman of every warehouse of class "A" shall on or before Tuesday morning of each week cause to be made out and shall keep posted in the business office of his warehouse, in a conspicuous place, a statement of the amount of each kind and grade of grain in store in his warehouse at the close of business on the previous Saturday, and shall also on each Tuesday morning render a similar statement made under oath before some officer authorized by law to administer oaths, by one of the principal owners or operators thereof, or by the bookkeeper thereof having personal knowledge of the facts, to the warehouse registrar appointed as hereinafter provided. They shall also be required to furnish daily to the same registrar a correct statement of the amount of each kind and grade of grain received in store in such warehouse on the previous day; also the amount of each kind and grade of grain delivered or shipped by such warehouseman during the previous day, and what warehouse receipts have been cancelled upon which the grain has been delivered on such day, giving the number of each receipt and amount, kind and grade of grain received and shipped upon each; also how much grain, if any, was so delivered or shipped, and the kind and grade of it, for which warehouse receipts had not been issued, and when and how much unrecipited grain was received by them, the aggregate of such reported cancellation and delivery of unrecipited grain corresponding in amount, kind and grade with the amount so reported delivered or shipped. They shall also at the same time report what receipts, if any, have been cancelled and new ones issued in their stead, as herein provided for. And the warehouseman making such statements, shall, in addition, furnish the said registrar any further information regarding receipts issued or cancelled that may be necessary to enable him to keep a full and correct record of all receipts issued and cancelled, and of grain received and delivered.

Sec. 16. It shall be the duty of the governor to appoint, by and with the advice and consent of the senate, a suitable person, who shall not be a member of any board of trade, and who shall not be interested directly or indirectly in any warehouse in this state, a chief inspector of grain, who shall hold his office for the term of two years, unless sooner removed as hereinafter provided for, in every city or county in which is located a warehouse of class "A" or "B;" provided, that no such grain inspector for cities or counties in which are located warehouses of class "B" shall be appointed except upon the application

and petition of two or more warehousemen of class "B" doing business in such city or county; and when there shall be a legally organized board of trade in such cities or counties such application and petition shall be officially endorsed by such board of trade before such application and petition shall be granted.

Sec. 17. It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain, as required by this act or laws of this state, under the advice and immediate direction of the board of railroad commissioners.

Sec. 18. The said chief inspector shall be authorized to nominate to the said board of railroad commissioners such suitable persons in sufficient number as may be deemed qualified for assistant inspectors, who shall not be members of any board of trade nor interested in any warehouse, and also such other employees as may be necessary to properly conduct the business of his office, and said board of railroad commissioners is authorized to make such appointments.

Sec. 19. The chief inspector shall, upon entering upon the duties of his office, be required to take an oath, as in cases of other officers, and he shall execute a bond to the people of the state of Iowa in the penal sum of fifty thousand dollars (\$50,000) when appointed for any city in which is located a warehouse of class "A," and ten thousand dollars (\$10,000) when appointed for any other city or county, with sureties to be approved by the board of railroad commissioners, with a condition therein that he will faithfully and strictly discharge the duties of his said office or inspector according to law and the rules and regulations prescribing his duties, and that he will pay all damages to any person or persons who may be injured by his neglect, refusal or failure to comply with the law and the rules and regulations aforesaid.

Sec. 20. And each assistant inspector shall take a like oath, execute a bond in the penal sum of five thousand dollars (\$5,000) with a like condition, and to be approved in like manner as is provided in case of the chief inspector, which said several bonds shall be filed in the office of said board of railroad commissioners, and suit may be brought upon said bond in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

Sec. 21. The chief inspector of grain and all assistant inspectors of grain and other employees in connection therewith shall be governed in their respective duties by such rules and regulations as may be prescribed by said board of railroad commissioners, and the said board of railroad commissioners shall have full power to make all rules and regulations for the inspection of grain and shall also have power to fix the rate of charges for the inspection of grain, and the manner in which the same shall be collected, which charges shall be regulated in such a manner as will in the judgment of the said board of railroad commissioners produce sufficient revenue to meet the necessary expenses of the service of inspection and no more.

Sec. 22. It shall be the duty of the said board of railroad commissioners to fix the amount of compensation to be paid to the chief inspector, assistant inspectors, and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

Sec. 23. The said board of railroad commissioners are hereby authorized to appoint a suitable person as warehouse registrar and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this act.

Sec. 24. The said board of railroad commissioners shall have and exercise a general supervision control of such appointments, shall prescribe their respective duties, shall fix the amount of their compensation and the time and manner of its payment.

Sec. 25. Upon the complaint in writing of any person to the said board of railroad commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for its government, has been guilty of an improper act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him, and his place shall be filled, if necessary, by a new appointment, or in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

Sec. 26. All necessary expense incident to the inspection of grain and to the office of registrar economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service, and shall be included in the estimate of expenses of such inspection service, and shall be paid from the funds collected for the same.

Sec. 27. Every warehouseman of public warehouses of class "A" shall be required during the first week in January of each year to publish in one or more of the newspapers, daily, if there be such published in the city in which such warehouse is situated, a table or schedule of rates for the storage of grain in his warehouse during the ensuing year, which shall not be increased, except as hereinafter provided, during the year, and such published rates, or any published reduction of them, shall apply to all grain received into such warehouse from any person or source, and no discrimination shall be made directly or indirectly for or against any charges made by such warehouseman for the storage of grain. The maximum charge for storage and handling of grain, including the cost of receiving and delivering, shall be for the first ten days or part thereof. But in all cases such charge must be reasonable.

Sec. 28. All grain shall be weighed on receipt and delivery from the public warehouses of classes "A" and "B," and annually on the date prescribed by the board of railroad commissioners all grain in bulk in said public warehouse shall be weighed according to its kind and grade and reported to the registrar.

Sec. 29. No public warehouseman shall be held responsible for any loss or damage to property by fire while in his custody; provided, reasonable care and vigilance be exercised to protect and preserve the same, nor shall he be held liable for damage to grain by heating if it can be shown that he exercised proper care in handling and storing the same, and that such heating and damage was the result of causes beyond his control, and in order that no injustice may result to the holder of grain in any public warehouse of classes "A" and "B" it shall be deemed the duty of such warehouseman to dispose of by delivery or shipping in the ordinary and legal manner of so delivering that grain of any particular grade which was first received by them, or which has been the longest time in store in his warehouse, and unless public notice has been given that some portion of the grain in his warehouse is out of condition, or becoming so, such warehouseman shall deliver grain of quality equal to that received by him on all receipts as presented. In case, however, any warehouseman of classes "A" and "B" shall discover that any grain in his warehouse is out of condition, or becoming so, and it is not in his power to preserve the same, he shall immediately give public notice by advertisement in a daily newspaper in such city, in which such warehouse is situated, and by posting a notice in the most public place for such a purpose of its actual condition, as near as he can ascertain it, shall state in such notice the kind and grade of the grain and the bins in which it is stored, and shall also state in such notice the receipts outstanding upon which such grain will be delivered, giving the numbers, amounts and dates of each, which receipts shall be those of the oldest dates then in circulation or uncanceled, the grain represented by which has not previously been declared or receipted for as out of condition, or if the grain longest in store has not been receipted for he shall so state, and shall give the name of the party for whom such grain was stored, the date it was received and the amount of it, and the enumeration of receipts and identification of grain so discredited shall embrace, as near as may be, as great a quantity of grain as is contained in such bins, and such grain shall be delivered upon the return and cancellation of the receipts and the unrecipited grain upon the request of the owner or person in charge thereof. Nothing herein contained shall be held to relieve the said warehouseman from exercising proper care and vigilance in preserving such grain after publication of its condition, but such grain shall be kept separate and apart from all direct contact with other grains, and shall not be mixed with other grain while in store in such warehouse. Any warehouseman guilty of any act or neglect, the effect of which is to depreciate property stored in the warehouse under his control shall be held responsible as at common law, or upon the bond of such warehouseman, and in addition thereto the license of such warehouseman shall be revoked. Nothing in this section shall be so construed as to permit any warehouseman to deliver any grain stored in a special bin, or by itself, as provided in this act, to any but the owner of the lot, whether the same be represented by a warehouse receipt or otherwise. In case the grain declared out of condition, and herein provided for, shall not be removed from store by the owner thereof within one month from the date of the notice of its being out of condition, it shall be lawful for the warehouseman where the grain is stored to sell the same at public auction for the account of said owner by giving ten days' notice by advertisement in a daily newspaper, if there be such published in the city or town where such warehouse is located.

Sec. 30. It shall not be lawful for any public warehouseman to mix any grain of different grades together or to select different qualities of the same grade for the purpose of storing or delivering the same, nor shall he attempt to deliver grain of one grade for another, or in any way tamper with the grain while in his possession or custody, with a view of securing any profit to himself or any other person, and in no case, even of grain stored in a separate bin, shall be permitted to mix grain of different grades together while in store. He may, however, on request of the owner of any grain stored in a private bin, be permitted to dry, clean or otherwise improve the condition or value of any such lot of grain, but in such case it shall only be delivered as such separate lot or as the grade it was originally when received by him, without reference to the grade it may be as improved by such process of drying or cleaning. Nothing in this section, however, shall prevent any warehouseman from moving grain while within his warehouse for its preservation or safe keeping.

Sec. 31. All persons owning property or who may be interested in the same in any public warehouse, and all duly authorized inspectors of such property, shall at all times during ordinary business hours be at full liberty to examine any and all property stored in any public warehouse in this state, and all proper facilities shall be extended to such persons by the warehouseman, his agents and his servants for an examination, and all parts of the public warehouses shall be free for the inspection and examination of any person interested in property stored therein, or any authorized inspector of such property; and all scales used for the weighing of property in public warehouses shall be subject to examination and test by any duly authorized inspector or sealer of weights and measures at any time when required by any person or persons, agent or agents, whose property has been or is to be weighed on such scales, the expense of such test by an inspector or sealer to be paid by the warehouse proprietor if the scales are found to be incorrect, but not otherwise. Any warehouseman who may be found guilty of continuing to use scales found to be in an imperfect or incorrect condition by such examination and test, until the same shall have been pronounced correct and properly sealed, shall be liable to be proceeded against as hereinafter provided.

Sec. 32. In all places where there are legally ap-

pointed inspectors of grain no proprietor or manager of a public warehouse of classes "A" and "B" shall be permitted to receive any grain and mix the same with the grain of other owners in the storage thereof until the same shall have been inspected and graded by said inspector.

Sec. 33. Any person who shall assume to act as an inspector of grain, who has not been legally appointed and sworn, shall be held to be an impostor, and shall be punished by a fine of not less than one hundred dollars (\$100.00) nor more than two hundred dollars (\$200.00) for each and every attempt to inspect grain, to be recovered before a justice of the peace.

Sec. 34. Any duly authorized inspector of grain who shall be guilty of neglect of duty, or who shall knowingly or carelessly inspect or grade any grain improperly, or who shall accept any money or other consideration, directly or indirectly, for any neglect of duty as such inspector of grain, and any person who shall improperly influence any inspector of grain in the performance of his duties as such inspector, shall be deemed guilty of a misdemeanor, and on conviction shall be fined in a sum not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) in the discretion of the court, or shall be imprisoned in the county jail not less than twelve months, or both, in the discretion of the court.

Sec. 35. In case any owner or consignee of grain shall be dissatisfied with the inspection of any lot of grain, or shall from any cause desire to receive his property without its passing into store, he shall be at liberty to have the same withheld from going into any public warehouse (whether the property may have been previously consigned to such warehouse or not) by giving notice to the person or corporation in whose possession it may be at the time of giving such notice, and such grain shall be withheld from going into store and be delivered to him, subject only to such proper charges as may be a lien upon it prior to such notice. The grain, if in railroad car, to be removed therefrom by such owner or consignee within twenty-four hours after such notice has been given to the railroad company having it in possession, provided such railroad company place same in a proper and convenient place for unloading, and any person or corporation refusing to allow such owner or consignee to so receive his grain or other property in car loads shall be deemed guilty of conversion and shall be liable to pay such owner or consignee double the value of such property so converted. Notice that such grain or other property is not to be delivered into store may also be given to the proprietor or manager of any warehouse into which it would have otherwise been delivered, and if after such notice it be taken into store in such warehouse, the proprietor or manager of such warehouse shall be liable to the owner for double its market value.

Sec. 36. It shall be unlawful for any proprietor, lessee or manager of any public warehouse to enter into any contract, agreement, understanding or combination with any railroad company or other corporation or with any individual or individuals, by which the property of any person is to be delivered to any public warehouse for storage or for any other purpose contrary to the direction of the agent, his owner or consignee. Any violation of this section shall subject the offender to be proceeded against, as provided in the next section of this act.

Sec. 37. If any warehouseman shall be deemed guilty of a violation of any of the provisions of this act it shall be lawful for any person injured by such violation to bring action in any court of competent jurisdiction upon a bond of such warehouseman, in the name of the people of the state of Iowa, to the use of such person. In all criminal prosecutions against a warehouseman for the violation of any of the provisions of this act it shall be the duty of the prosecuting attorney of the county in which said prosecution is brought to prosecute the same to a final issue, in the name of and on behalf of, the people of the state of Iowa.

Sec. 38. Warehouse receipts for property stored in any class of public warehouses as herein described shall be transferable by the endorsement of the party to whose order such receipt may be issued, and such endorsement shall be deemed a valid transfer of the property represented by such receipt, and may be made either in blank or to the order of another. All warehouse receipts for property stored in public warehouses of class "C" shall distinctly state on their face the brand or distinguishing marks upon such property.

Sec. 39. Any warehouseman of any public warehouse who shall be guilty of issuing any warehouse receipt for any property not actually in store at the time of issuing such receipt, or who shall be guilty of issuing any warehouse receipt in any respect fraudulent in its character, either as to its date or the quantity, quality, or inspected grade of such property, or who shall remove any property from store except to preserve it from fire or other sudden danger, without the return and cancellation of any and all outstanding receipts that may have been issued to represent such property, shall, when convicted thereof, be deemed guilty of crime, and shall suffer in addition to other penalties prescribed by this act, imprisonment in the penitentiary for not less than one (1) and not more than ten (10) years.

Sec. 40. Nothing in this act shall deprive any person of any common law remedy now existing.

Sec. 41. All proprietors and managers of public warehouses shall keep posted up at all times in a conspicuous place in their business offices and in each of their warehouses a printed copy of this act.

Sec. 42. It shall be the duty of the board of railroad commissioners to see that the provisions of this act are duly enforced.

Sec. 43. In addition to their present duties the board of railroad commissioners shall examine into the condition and management and all other matters concerning the business of public warehouses in this state, so far as the same pertain to the relation of

such warehouses to the public and to the accommodation and security of persons doing business therewith, and whether such warehouses, their officers, directors, managers, lessees, agents and employees comply with the laws of this state now in force, or which shall hereafter be in force concerning them. And whenever it shall come to their knowledge, either upon complaint or otherwise, or they shall have reason to believe that any such law or laws have been or are being violated, they shall prosecute or cause to be prosecuted all such corporations or persons guilty of such violation. In order to enable said board of railroad commissioners to efficiently perform their duties under this act, it is hereby made to cause one of their number at least once in six months, to visit each county in the state in which is or shall be located a public warehouse, and personally inquire into the management of such warehouse business.

Sec. 44. It shall be the duty of every owner, lessee and manager of every public warehouse in this state to furnish in writing, under oath, at such times as said board of railroad commissioners shall require and prescribe, a statement concerning the condition and management of his business as such warehouseman.

Sec. 45. Said board of railroad commissioners are hereby authorized to hear and determine all applications for cancellations of warehouse licenses in this state which may be issued in pursuance of any laws of this state, and for that purpose to make and adopt such rules and regulations concerning such hearing and determination as may from time to time by them be deemed proper. And if upon such hearing it shall appear that any public warehouseman has been guilty of violating any law in this state concerning the business of public warehousemen, said commissioners may cancel and revoke the license of said public warehouseman, and immediately notify the officer who issued such license of such revocation and cancellation; and no person whose license as a public warehouseman shall be cancelled or revoked shall be entitled to another license or to carry on the business in this state as such public warehouseman until the expiration of not less than six months from the date of such revocation and cancellation, and until he shall have again been licensed; provided, that this section shall not be construed as to prevent any such warehouseman from delivering any grain or other property on hand at the time of such revocation or cancellation of his said license. And all licenses issued in violation of the provisions of this section shall be deemed null and void.

Sec. 46. The property, books, accounts, records and proceedings of all such public warehousemen shall, at all times, during business hours, be subject to the examination and inspection of the said board of railroad commissioners, and they shall have power to examine under oath or affirmation any and all owners, managers, lessees, agents and employees of such public warehouses and other persons, concerning any matter relating to the condition and management of such business.

Sec. 47. In making any examinations as contemplated in this act, or for the purpose of obtaining information pursuant to this act, said board of railroad commissioners shall have the power to issue subpoenas for the attendance of witnesses and may administer oaths. In case any person shall wilfully fail or refuse to obey said subpoenas, it shall be the duty of the county court of any county, upon application of said board of railroad commissioners to issue an attachment for such witness, and compel such witness to attend before the said board of railroad commissioners, and the said court shall have power to punish for contempt as in other cases of refusal to obey the process and order of such court.

Sec. 48. Any person who shall wilfully neglect or refuse to obey the process of subpoena issued by the said board of railroad commissioners; and appear and testify as therein required, shall be guilty of a misdemeanor, and shall be liable to an indictment in any court of competent jurisdiction, and on conviction thereof shall be punished for each offense by a fine of not less than twenty-five dollars (\$25) nor more than five hundred dollars (\$500), or by imprisonment of not more than thirty days, or both, in the discretion of the court before which such conviction shall be had.

Sec. 49. Every railroad corporation and every owner, lessee, manager or employee of any public warehouse who shall wilfully neglect to make and furnish any report required in this act at the time herein required, or who shall wilfully and unlawfully hinder, delay or obstruct said board of railroad commissioners, in the discharge of the duties hereby imposed upon them, shall forfeit and pay a sum of not less than one hundred dollars (\$100) nor more than five hundred (\$500), for each offense, to be recovered in action of debt in the name and for the use of the people of the state of Iowa.

Sec. 50. It shall be the duty of the attorney-general and the county attorney in every district and county, on the request of said board of railroad commissioners, to institute and prosecute any and all suits and proceedings which they or either of them shall be directed by the said board of railroad commissioners to institute and prosecute for a violation of this act or any law of this state concerning public warehouses, or officers, employees, owners, operators or agents of any such public warehouses.

Sec. 51. All such prosecutions shall be in the name of the people of the state of Iowa, all moneys arising therefrom shall be paid into the state treasury by the sheriff or other officer collecting the same. No suits commenced by said board of railroad commissioners shall be dismissed except said board shall consent thereto.

Sec. 52. This act shall not be so construed as to waive or affect the right of any person injured by the violation of any law in regard to public warehouses from prosecuting for his private damages in any manner allowed by law.

Sec. 53. Within thirty days after this act becomes a law the said board of railroad commissioners shall establish a proper number and standard of grades

for the inspection of grain, and may alter or change the same from time to time; provided no modification or change of grades shall be made or any new ones established, without public notice being given of such contemplated change for at least thirty days prior thereto, by publication in one or more daily newspapers printed in each city containing warehouses of class "A;" and provided further, that no mixture of old or new grades, even though designated by the same name or distinction, shall be permitted while in store.

Sec. 54. Within twenty days after this act takes effect the said board of railroad commissioners shall appoint three discreet and competent persons to act as a committee of appeals in every city wherein is located a public warehouse of class "A," who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee shall be appointed by the said board of railroad commissioners who shall hold their office for one year, and until their successors are appointed; provided said board of railroad commissioners shall have power in their discretion to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons.

Sec. 55. In all matters involving doubt on the part of the chief inspector or any assistant inspector of a lot of grain, or in case any owner, consignee, or shipper of grain, or any warehouse manager shall be dissatisfied with the decision of the chief inspector or any assistant inspector, an appeal may be made to said committee of appeals, and the decision of a majority of the committee shall be final. Said board of railroad commissioners are authorized to make all necessary rules governing the manner of appeals as herein provided. And all complaints in regard to the inspection of grain, and all notices requiring the services of the committee on appeals may be served on said committee or may be filed with the warehouse registrar of said city, who shall immediately notify said committee of the fact, and who shall furnish said committee with such clerical assistance as may be necessary for the proper discharge of their duties. It shall be the duty of said committee on receiving such notice to immediately act on and render a decision in each case.

Sec. 56. The said committee on appeals shall, before entering on the duties of their office, take an oath as in case of other inspectors of grain, and shall execute a bond in the penal sum of five thousand dollars (\$5,000.00) with like provisions as is provided in the case of other inspectors of grain, which said bond shall be subject to the approval of said board of railroad commissioners. It is further provided that the salaries of said committee on appeals shall be fixed by the said board of railroad commissioners, and be paid from the inspection fund or by the party taking the appeal, under such rules as the board of railroad commissioners shall prescribe, and all necessary expenses incurred in carrying out the provisions of this act, except as herein otherwise provided, shall be paid out of the fund collected for the inspection service upon the order of said board of railroad commissioners on the state treasurer; provided, that no person shall be appointed to serve on the committee of appeal who is a purchaser of or a receiver of grain or other articles to be passed upon by said committee.

Sec. 57. No grain shall be delivered from store from any public warehouse of class "A" for which, or representing which, warehouse receipts have been issued, except upon the return of such receipts stamped or otherwise plainly marked by the warehouse registrar with the words "registered for collection," and the date thereof, and said board of railroad commissioners shall have power to fix rates of charges for the inspector of grain both into and out of the public warehouse, which charges shall be a lien upon all grain so inspected, as may be collected by the owners, receivers or shipper of such grain, in such manner as the board of railroad commissioners may prescribe.

Sec. 58. All moneys collected for the inspection fund shall be deposited with the state treasurer, who shall be liable under his official bond for the proper care of the same, and no payment shall be made therefrom except by order of the board of railroad commissioners as they may prescribe.

Sec. 59. That there shall be appointed by the said board of railroad commissioners in all cities where there is a state inspector of grain, a state weighmaster, and such assistants as shall be necessary.

Sec. 60. Said state weighmaster shall, at the place aforesaid, supervise and have exclusive control of the weighing of grain and other property which may be subject to inspection, and the inspection of scales and the action and certificate of such weighmaster and assistants in the discharge of their aforesaid duties shall be conclusive upon all parties in interest.

Sec. 61. The said board of railroad commissioners shall fix the fees to be paid for the weighing of grain or other property, which fee shall be paid equally by all parties interested in the purchase and sale of said property weighed, or scales tested and inspected.

Sec. 62. Said state weighmaster and assistants shall not be members of any board of trade or association of like character. They shall give bonds in the sum of five thousand dollars (\$5,000.00) conditioned for the faithful discharge of their duties, and shall receive such compensation as the said board of railroad commissioners shall determine.

Sec. 63. The said board of railroad commissioners shall adopt such rules and regulations for the weighing of grain or other property as they shall deem proper.

Sec. 64. In case any person, warehouseman, or railroad corporation, or any of their agents or employees, shall refuse or prevent the aforesaid state weighmaster or either of his assistants from having access to their scales in the regular performance of their duties, in supervising the weighing of any grain or other property in accordance with the tenor and meaning of this act, they shall forfeit the sum of one hundred

dollars (\$100.00) for each and every offense, to be recovered in action of debt before any justice of the peace in the name of the people of the state of Iowa, such penalty or forfeiture to be paid to the county in which the suit is brought, and shall also be required to pay all costs of prosecution.

Our association has had no meeting during the past two months. We have no doubt but your paper will do a great deal of good in Iowa.

Yours truly,
M. T. RUSSELL,
Secy. Iowa Grain Dealers' Association.
Des Moines, Iowa.

SMUT AND DIRT IN SPRING WHEAT.

In his last annual report, Chief Grain Inspector Clausen of Minnesota, says: The wheat crop of 1894 was harvested under exceptionally favorable conditions, and the deterioration in quality from rain during thrashing was very slight. The record of inspection for the year shows that about 5½ per cent. of the crop grade, No. 1 hard, 67½ per cent. No. 1 northern, 13 per cent. No. 2 northern, and 14 per cent. below No. 2 northern. In North Dakota and the northern countries of Minnesota smut appeared in many instances, to the detriment of quality. In some portions of the Northwest the quality was slightly affected by heat at a particular time when the kernel was filling. On the whole, however, the inspection shows an unusually small proportion of low grade wheat.

Were it not for the presence of smut, the wheat crop of 1894 would have been an almost perfect one as to quality. This disease has affected the wheat of the Northwest for several years, and it is therefore a matter of grave concern to the farmers of this section that the evil be kept well under control, and, if possible, eradicated.

There were received 13,218 cars on which no dockage was imposed. Of these, 3,170 cars contained wheat which had been cleaned before shipment from country points, and 10,076 cars contained grain of a quality which debarrated it from being inspected higher than "rejected" or "no grade," in which case no dockage was imposed.

At Minneapolis the average dockage for the year on all wheat subjected to dockage was 14¼ ounces per bushel, at Duluth and Superior 14¼ ounces; at St. Cloud 15½ ounces, and St. Paul 17 ounces.

The net average dockage at all terminal points was 14½ ounces per bushel, as against 21¼ ounces the preceding season. This indicates a marked superiority in the character of the crop, as to cleanliness, over the previous one.

BALTIMORE'S GRAIN TRADE.

The retrospect of the grain trade at the port of Baltimore during 1895 presents little that is satisfactory, and not much more in sight that would warrant substantial hope of a material and permanent improvement in 1896.

In presenting the figures for the year just closed it will be observed that quite 25 per cent. of the wheat trade of the entire period was accomplished in a single month, and that during the remaining eleven months the movement was of the most trivial character. That a trade subject to such conditions should prove satisfactory and remunerative to those engaged in its prosecution is simply impossible. The causes that have contributed to this result are well understood. The crop of winter wheat was short in 1894 and 1895, while there have been two good crops of spring wheat; thus interior prices for winter wheat ruled higher than the seaboard, the spring wheat absorbing the export demand and interior requirements curtailing the movement of winter. In corn, business during the earlier months of the year was retarded by reason of the unusually small crop of 1894, and during the closing months of 1895, while volume in movement was obtained and Baltimore did more than any Atlantic port, New Orleans alone excepted; yet it was accomplished at a tremendous sacrifice of both effort and profit. Never was competition as keen and the margin of grain so narrow as on this enormous crop of corn. New Orleans and Galveston have so far monopolized the entire movement west of the Mississippi, and Newport News, through an entire

abatement of the elevator charges, has been able to top Baltimore one-half cent per bushel, and we have been compelled to wait until the former port was filled up.—Baltimore Journal of Commerce.

INDEPENDENT FLOATING ELEVATORS FOR BUFFALO AND NEW YORK.

The misguided Erie Canal boatmen who have suffered the loss of so much business because the elevators at Buffalo discriminate against the canal and in favor of the railroads have again succeeded in having a bill introduced in the New York Legislature providing for the construction of six floating elevators.

The bill is entitled, "An act to prevent injurious combinations against the state's commerce at the ports of Buffalo and New York by the construction of grain elevators to be exclusively operated by the Superintendent of Public Works in conjunction with the state canal grain traffic at the before mentioned ports, and making an appropriation therefor."

The bill provides that the Superintendent of Public Works shall be authorized and directed before the fifteenth day of May to cause to be constructed six floating grain elevators of the latest improved style; also of self-propelling power, with a transfer capacity from lake vessel to canal boat at Buffalo, and from canal boat to oceanships and storehouses of New York, of not less than ten thousand bushels of grain each per hour.

Also, for the providing of deck, wharf or other facilities for the favorable location of the elevator facilities, to be exclusively used for the transshipment of state canal grain.

It is provided that when the aforesaid elevators are completed and ready for public service, two of the same shall be located in the deep water harbor at Buffalo, and likewise four of such elevators shall be used in the port of New York.

BUCKET SHOPPING TRADES.

After this it will not be so easy for the commission man with bucket shop proclivities to clean out his customer on an extreme quotation. It has often been the case that a vast amount of wheat has been closed out for long or short account at an extreme figure when the truth has been that only a single 5,000-bushel lot has changed hands at the quotation. It was possible for those few who had d's-honest inclinations to freeze out large lines on stop loss orders, simply because the quotation was made and because there was no record of the amount done at it. Hereafter, when a quotation is barely made, the official reporter will announce the transaction or transactions at that price. For instance, at yesterday's opening one lot of wheat was sold at 67¼ cents. All the other first trades were around 67½ cents. The reporter gave the quotation with the amount of grain that changed hands, and the names of the brokers. It went over the tape and the man who was sitting in the office knew as much about it as the man in the pit. Of course this new regulation on the Board of Trade will have no effect in the bucket shops where most of the freezing out is done. It will, however, put an end to the practice with those concerns which pretend to do their business on the Board of Trade. They will not be able to make the claim hereafter that a large amount of wheat was frozen out at a certain figure on the Board, when the Board's record will show how much was done at that figure and who did it.

Fred M. Cutler recently brought suit against Lamson Bros. & Co. and F. G. Logan & Co., Chicago Board of Trade commission firms, to recover \$14,300, under the statute governing the recovery of money lost in gambling, which gives any person the right to sue and recover three times the amount lost by any other person in a gambling transaction, provided the person who lost the money does not within six months bring suit on his own behalf. In the present case the man who claims to have lost the money is H. D. Harding of Monmouth, Ill. The money was lost in dealings in options.

..Points and Figures..

Bucket shops at Indianapolis, Ind., have been indicted by the grand jury.

Success is often the greatest misfortune that can befall an amateur speculator. It makes him reckless.

A young man was recently arrested at Burlington, Iowa, for stealing grain from a car in the C., B. & Q. yards.

Facts sent out about crops by the weather bureau are superior in every way to the statements of the division of statistics of the Agricultural Department.

Up to January 20 there had been 20,255 tons of wheat (flour estimated as wheat) shipped from San Francisco, Cal., to Australia and South Africa, and 2,050 tons of barley.

Secretary Troup of the Kansas City Board of Trade reports the grain inspected during January as 350 cars of wheat, 1,050 cars of corn, 84 cars of oats and 2 cars of rye.

The lowest price ever made on flax was in August, 1893, 86 cents. During 1895 the lowest price was in October, 89 cents in Chicago. In May, 1887, No. 1 flax sold in Chicago for \$1.90, the highest price recorded.

According to a report of the Illinois Central Railway during the year 1894 that railroad sent to New Orleans for export 157,436 bushels of corn, and last year 5,452,829 bushels, an increase of 5,295,393 bushels.

"Davis' Tables for Wheat and Other Grains" is an indispensable little book for grain buyers and sellers. It saves time and work, prevents errors creeping in, and will be found to save its cost many times over.

Are Southern ports to become the chief exporting points for Western grain? Not yet; but Chicago is the same distance from New York as it is from New Orleans, and the region where the grain is produced is nearer to the Gulf of Mexico than it is to Atlantic ports.

W. N. Potter & Sons, grain dealers of Greenfield, Mass., recently filed an attachment for \$20,000 against the property of Preston Baker, an eccentric flour miller of Charlemont, who is at present occupying himself prodding over the hills with a "divining rod."

Howard, Bartels & Co. of Chicago, Ill., have issued their "Red Book" for 1895. It contains statistical information pertaining to Chicago grain and provision markets, crops, exports, etc., and is designed for ready office reference, a purpose which it admirably serves.

B. S. Constant & Co., elevator builders and manufacturers of grain cleaning machinery, etc., of Bloomington, Ill., writes us: "We are realizing that our advertisement in the AMERICAN ELEVATOR AND GRAIN TRADE is of value to us, as we are getting inquiries from several states that we have not done business in heretofore."

There is trouble in the office of Geo. R. French & Co., grain brokers of the Chicago Board of Trade. Geo. B. Rumble, their bookkeeper and confidential man, has been arrested on the charge of embezzling \$10,000, while Mr. Rumble claims to have had authority to cash checks and pay customers, and so accounts for the loss of the money. Mr. Rumble claims to be absolutely innocent of the charge preferred against him.

Chief Grain Inspector Clausen, Minnesota's State Grain Inspector, reports for the year ending Aug. 31, 1895, that the revenue of the department from all sources, during the year was \$142,605, divided as follows: From inspection service, \$67,046.85; weighing service, \$73,355.98; from interest on deposits and other sources, \$2,202.17. The disbursements during the same period were \$147,522.22, showing a net loss for the year amounting to \$4,917.22. At the commencement of the season, Sept. 1, 1894, there was a balance on hand of \$6,711.79, leaving a balance of \$1,794.57 to the credit of the department.



John Dethier may establish a brewery at Appleton, Wis.

Thomas M. Norton is erecting a new brewery at Anderson, Ind.

John Fergg's Brewery of Newark, N. J., has succeeded John Fergg.

Hein & Meyer, brewers of Roseburg, Ore., have dissolved partnership.

The Lackawanna Brewing Co. has been incorporated at Scranton, Pa.

John Ruhrman has succeeded Paul Locher, brewer of Burns, Ore.

Charles Willmott & Co. have erected a new brewery at Lorin, Cal.

The Mountain Springs Brewing Co. of Boston, Mass., assigned recently.

Joseph Dannhauser's new brewery at Alturas, Cal., has been completed.

The Alamosa Brewing Co. has erected a new brewery at Alamosa, Colo.

Fischner's new brewery at Davenport, Wash., is completed and in operation.

Futterer & Metzger have decided to establish a new brewery at Ottawa, Ill.

The Bohemian Brewing Co. has completed its new brewery at Pueblo, Colo.

John Kruzner has succeeded T. Z. Kruzner, brewer of Douglas City, Alaska.

Carolina Merz has sold her brewery at St. Cloud, Minn., to Valentine Undermann.

The Marion Brewing & Bottling Co. has erected a new brewery at Marion, Ohio.

Schwartzentbart & Steffany have completed their new brewery at Manitowoc, Wis.

John A. Lengel's brewery at Wilmington, Del., has been remodeled and enlarged.

The Star Brewery Co. of Boston, Mass., will erect a brewery at a cost of about \$60,000.

Philip Houck, of the firm of Fisher Bros. & Co., maltsters, Buffalo, N. Y., died recently.

John Rutishauer's brewery at Scales, Cal., is now operated by the John Rutishauer estate.

Roemer & Peshek of New Prague, Minn., have succeeded the New Prague Brewing Co.

Daniel H. Keys has succeeded Lloyd & Keys in the brewing business at Cleveland, Ohio.

The Banner Brewing Co. has been incorporated at Chicago, Ill., with a capital stock of \$50,000.

The Franklin Brewing Co.'s new brewery at Boston, Mass., is completed and in operation.

Frederick Braun & Co., brewers of Port Costa, Cal., have erected a new brewery at that place.

Moore & Murray have succeeded A. Hoskins in the brewing business at North Adams, Mass.

The Dayton Ale Brewery of Dayton, Ohio, assigned January 31. Liabilities \$30,000; assets \$25,000.

Jacob Doelger, senior member of the brewing firm of Joseph Doelger's Sons, New York City, died recently.

The East Buffalo Brewing Co. of Buffalo, N. Y., is remodeling its plant and will add the latest machinery.

The following gentlemen have been elected directors of the Davenport Malting Co. of Davenport, Iowa: Mathias Frahm, Rudolph Lange,

George Mengel, Oscar Koehler, Henry Vollmer, Hermann Wulff and George Klindt.

An ale and beer brewing plant may be erected at Bowenville, Mass., by a company just organized.

The Auburn Brewing Co. has been incorporated at Auburn, N. Y., with a capital stock of \$300,000.

The Eigenbrot Brewing Co.'s brewery at Baltimore, Md., was destroyed by fire recently at a loss of \$75,000.

Peter Barman, brewer of Kingston, N. Y., is organizing a company to build another brewery at that place.

Preiss & Wimmer, brewers of St. Cloud, Minn., have leased the malt house of the Jochen brewery at Sauk Rapids.

Joseph Kiewel, brewer of Little Falls, Minn., is building a malt house to be operated in connection with his plant.

Wm. L. Warner is organizing a company at Jamestown, N. Y., with a capital stock of \$75,000 to erect a brewery.

The Parkersburg Brewing Co. of Parkersburg, W. Va., is overhauling its plant, and will install an electric light plant.

A. Medell's malt warehouse at 193 Jay street, Albany, N. Y., was damaged by fire January 20. It was insured for \$29,000.

The Harrisburg Consumers' Brewing & Bottling Co. of Harrisburg, Pa., has been incorporated with a capital stock of \$50,000.

The Kohnle Brewing Co. of Philadelphia, Pa., will make extensive improvements and put in a malt mill and other machinery.

White & Crafts, well-known maltsters of Buffalo, N. Y., have dissolved partnership, and John C. White will continue the business.

The Lorraine Brewing Co. has been organized at Lorraine, N. J., with a capital stock of \$50,000, and will build and operate a brewery.

F. M. & H. Brooke, dealers in barley, malt and brewers' supplies at Philadelphia, Pa., have opened offices in the new Bourse building.

John G. Broxterman has been appointed receiver for the Foss-Schneider Brewing Co. of Cincinnati, Ohio, to succeed Herman Goepper.

The Gramer Brewing Co. has been incorporated at Marshall, Mich., with a capital stock of \$10,000, and will operate Jos. Gramer's plant.

Casper Becker has organized the Becker Brewing Co. at Reno, Nev., to operate his brewery at that place, which was recently remodeled.

The John Kuhlmann Brewing Co. has been incorporated at Ellenville, N. Y., with a capital stock of \$60,000 to succeed Mrs. Catharine Kuhlmann.

The Covington Brewing Co. has been incorporated at Covington, Ky., with a capital stock of \$75,000, and will operate the Sellar brewery at Lewisburg.

The Wisconsin Malt & Grain Co. now has its new elevator at Appleton, Wis., in complete running order. A new office building has also been erected.

The National Brewing Co. has been incorporated at Jeanette, Pa., with a capital stock of \$100,000, and will operate a brewery now nearing completion.

According to the last report of the Bureau of Statistics, barley malt aggregating 399 bushels, valued at \$288, was imported in December, against none in December, 1894; and in 1895, 5,621 bushels,

valued at \$5,092, were imported, against 10,980 bushels, valued at \$8,173, imported in 1894.

The suit of the Milwaukee Malt & Grain Co. of Milwaukee, Wis., versus Charles Lemon for \$1,500 alleged to be due on notes has been settled out of court.

The National Malt Co. has been incorporated at Boston, Mass., with a capital stock of \$500,000. Chas. P. Searles is president and Geo. H. Drew treasurer.

The Scott Malting Co. has been incorporated at Lyons, N. Y., with a capital stock of \$150,000. The officers of the company are: S. Scott, president; Seymour Scott, vice-president; Wm. S. Scott, secretary and treasurer.

SOUTHERN ILLINOIS GRAIN BUYERS.

The monthly meeting of the Southern Illinois Grain Buyers' Association was held at Alton, Ill., on Tuesday, January 9. Among those in attendance were the following from adjoining cities: J. H. Duffield, Jerseyville; J. F. Bertman, Rockbridge; M. S. Brown, Brighton; A. W. Loyd, Springfield; E. Holdoway, St. Louis; Thos. Handford, Chicago; W. B. Pierce, T. H. Kauffman and W. D. Sparks, Alton.

IOWA GRAIN SHIPPERS MEET.

The officers and executive committee of the Grain Shippers' Association of Northwestern Iowa held a closed session at Jefferson, Iowa, January 22, and it is reported that the Association will make an effort to effect the restoration of the former rate of 17 cents per hundred in grain. The Interstate Commerce Commission some years ago gave that part of the state a 17-cent rate, but it has been gradually advanced to 20 cents. It is understood that the meeting was called for the purpose of considering the matter of freight rates, but it has not been announced what the Association decided to do. It is said that other associations will work along the same line and try to bring about a reduction of rates.

CINCINNATI GRAIN RETAILERS ORGANIZE.

A meeting of the Grain, Hay and Feed Receivers' Association of Cincinnati was held January 21 to consider the application of a number of the dealers in the retail trade, asking that the association amend its rules so as to admit retail dealers to membership. The wishes of the retail dealers were expressed by Messrs. W. W. Granger and H. Lee Early.

After considerable discussion it was agreed that it would not be good policy for the wholesale dealers to admit consumers to their organization, but a resolution was passed assuring the retailers of their sympathy and co-operation in the matter of the retailers forming an organization of their own, and a committee was appointed to assist the retail dealers in an effort to complete such an organization. President Maguire, of the Receivers' Association, appointed W. W. Granger, H. Lee Early and Adam Smyrl as such a committee.

On January 29 this committee held a meeting with a good-sized delegation of the retailers. A temporary organization was effected. Officers were chosen for the ensuing six months, and a constitution was submitted by Chairman Granger, the discussion of which occupied the entire afternoon. This move of the retailers is made necessary on account of the enforcement by the receivers of strictly cash dealings. It is the intention of the retailers to limit their selling credit to fifteen days. The whole move puts the business on a common-sense basis, and the hope is that dealers will strictly adhere to this approach of a cash system.

The admission of the receipt of a letter by a clerk in the office of a principal who has authorized him to receive his letters may well be deemed to be the admission of his principal.

QUERIES: AND: REPLIES

[Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.]

No. 19. Where Can Meal be Obtained?

Can someone inform me where I can purchase cotton seed meal? I will be much obliged for any information.—J. D. SPANGLER, Defiance, Ohio.

No. 20. Where Can Rice Mill be Obtained?

Will some reader of the AMERICAN ELEVATOR AND GRAIN TRADE please tell me what kind of machines are used in a rice mill, who makes the machines, and where I can see a rice mill running?—OHIO MILLER.

No. 21. Authority for Statement.

In the AMERICAN ELEVATOR AND GRAIN TRADE for December, 1895, we find the following paragraph: "An indorser of a note or surety of a debt, upon being compelled to pay it, is entitled to the benefit of any security which the principal creditor holds—as, for instance, a mortgage given by the principal debtor to the holder of the note or debt to secure it—and without any assignment of it he is by force of law subrogated to the benefit of it." Was a decision ever rendered on such a case? If so, when and by what court?—MICHIGAN PRODUCE CO., Ovid, Mich. [Ans.—The paragraph was quoted from Business Law, the editor of which informs us that it was taken from a decision of the Supreme Court of Michigan rendered Sept. 26, 1895, in the case of the Union National Bank versus Rasch, reported in 64 Northwestern Reporter, pages 339-342.—Ed.]

PHILADELPHIA'S GRAIN TRADE.

At the annual meeting of the Commercial Exchange of Philadelphia, which was held recently, the Grain Committee reported that "the year that has passed has been an exceedingly disappointing and unprofitable one to the grain trade. The reduced crop of wheat, the low prices prevailing, and the severe competition of other producing countries in the foreign markets have reduced the exportation of this cereal from our port very far below the normal. In 1879 we attained to 17,206,876 bushels exported, while for the past year the quantity has been limited to 1,572,677 bushels, only about one-fourth the average for the last 18 years.

"On the other hand, whilst we have had every reason to expect that the phenomenal corn crop that has blessed the country this season would be followed by unexampled activity and prosperity in its export, most unfortunately, the real facts show quite the opposite results. While in 1892 the exports were 19,438,704 bushels, and the average for 18 years had been 7,169,299 bushels, the exports for last year have been only 3,389,406 bushels. It is true that the crop of the previous year was a small one, and we have had a little less than two months in which to work upon the product of the last crop, yet the exceedingly meager movement for these two months, in comparison with expectations, due to the magnitude of the crop, has been very discouraging; but, when taken in conjunction with the fact that other competing points south of us, to wit: Baltimore, Newport News, Norfolk and New Orleans, have, during the same period, done a large and prosperous business, the subject becomes one of the most depressing gravity.

"Philadelphia possesses natural advantages and physical facilities for a prosperous export trade second to no other seaboard port, and has shown frequently in the past the capability of her merchants to handle this trade equal to any, and there is no just reason why the railroads centering here should not insist upon such just distribution of the traffic as would give to Philadelphia a fair and reasonable proportion of the business. This is a question and responsibility essentially attaching to the railroads, and entirely beyond the merchants' control, and it should be their pleasure, as well as duty, to see that Philadelphia received fair play. There is a large corn crop to be moved, and the probabilities are that there will be an unusually large demand

for it from abroad, and it is most earnestly hoped that the railroad companies will take such a natural interest in this port that her business will be protected from the unjustifiable encroachments of other ports.

"We have great reason to congratulate ourselves and the Exchange upon the very able and faithful manner in which the duties and responsibilities of the inspection department have been discharged. While a liberal policy has been followed in our relations to the Western shippers, at the same time, the high reputation our port has deservedly attained abroad for the excellency of its standards has been fully maintained."

TRANSFER CHARGES AT CHICAGO.

The Joint Traffic Association has at last taken cognizance of the deplorable situation brought about on eastern lines by the discrimination in the matter of elevator charges on grain, and has handed down a ruling that a maximum charge of \$2.50 per car on oats and \$1.50 per car on other grain may be allowed for transfer through elevators when transfer is actually made, and when for the convenience and at the request of the roads interested.

For years these allowances have been made, and as the eastern roads get the freight, they have always paid the transfer charges without grumbling. The joint traffic agreement, however, was drafted in the interests of economy, and it was the intention to cut off this allowance with commissions and like charges. The two roads mentioned presented an obstacle which could not be surmounted, so it was necessary to place all on an equal footing.

After working four days the Chicago freight committee decided upon the elevators at which the allowances for transfer authorized by the board of control may be made. The list follows:

Baltimore & Ohio—Calumet Grain & Elevator Company; Big Four—C. Meliff & Co.; Erie—None; Chicago & Grand Trunk—Chicago & Grand Trunk Transfer Elevator, elevator at Elsdon on the Michigan division, elevator at Harvey; Lake Shore—None; Michigan Central—Two elevators at Kensington, one at Matson, two at Joliet and the Midland at Joliet; Nickel Plate—One at Stony Island; Panhandle—Owen & Austin's; Fort Wayne—None; Wabash—Wabash Transfer Elevator Company, Frank Marshal, Requa Brothers; Union Stockyards & Transfer Company—Adams Elevator; Belt Line—Calumet Elevator Company, O'Neill Elevator, Farmer, Harris & Co., Leet & Fritz, South Chicago Elevator "D," Fitchburg Elevator; Chicago, Milwaukee & St. Paul—Atlantic Elevator; Chicago, Burlington & Quincy—Morgan Elevator; Chicago, Rock Island & Pacific—One at Englewood; at Kankakee—Kankakee Elevator Company, Carrington & Hanna.

TAXES ON STORED WHEAT.

We have recently received information from Grand Forks, N. D., to the effect that the manner in which wheat is assessed has bothered the elevator men of that state for some time, and now the Minneapolis and Northern will bring the matter into court there this month. The county commissioners of Grand Forks have passed a resolution authorizing State's Attorney Hamilton to proceed to test the validity of the tax assessed on the wheat contained in the Minneapolis and Northern elevator at Inkster. In this instance the elevator company was assessed for 14,000 bushels of wheat.

The elevators all over the state claim that much of the wheat in their elevators belongs to farmers, and, consequently, they should not be called upon to pay the taxes. Chrane & Fetham have about 100 cases of this kind, and will appear as the attorneys for the Minneapolis and Northern Company in this case. No difference how it is decided the case will be appealed to the Supreme Court, and the question of who is liable for taxes for wheat stored in elevators will be decided by the highest tribunal.

The Michigan railroads have reduced the carload freight classification on potatoes from fifth to sixth, in order to help the farmers move their potatoes.

DOTS.AND.DASHES

Farmers of McPherson County, Kan., the center of the corn belt, are reported to have exhausted their resources for cribbing, and are compelled to ship at 15 cents per bushel.

The D., L. & N. R. R. recently took forcible possession of its elevator at Ionia, Mich., in order to oust Sweet & Co. and lease it to the Alma Milling Co. Sweet & Co. will be allowed time to close up their business.

Christie & Co., grain brokers of Sioux City, Iowa, failed February 3, owing customers \$6,000. A warrant was issued for the arrest of Wm. Christie, who has disappeared in the way many bucket shop keepers have done before.

The award of the arbitrators in the disputed grain deal between William Snyder & Co. of Waterloo, and E. F. Cole of Toronto, Ont., has been lifted by Mr. Snyder, and the decision is in his favor. The dispute was over the delivery of two cars of wheat.

The grand jury at New York City has made a decision in harmony with the season of the comic chromo in indicting Valentine & Co., charged with keeping a gambling house and bucket shop. The firm's offices in New York, Boston and Jersey City were raided recently.

Philip Watson, bookkeeper of the Belle Nelson and the Bartley-Johnson Distillery Companies of Louisville, Ky., has been indicted by the grand jury for complicity in issuing duplicate warehouse receipts to the amount of \$131,000. The companies were wrecked and had to assign.

Harry M. Green some time ago obtained an injunction to prevent the Chicago Board of Trade trying him on the charge of bucket shopping. Mr. Green contended that the committee of the directors, before which he was summoned to appear for trial, were complaining witnesses and judges in his own case and refused to give him the benefit of counsel. The case recently came up in court upon a motion of the directors to dissolve the injunction.

Louis A. Coquard of St. Louis, Mo., has begun legal proceeding at Chicago asking a dissolution of the National Linseed Oil Co., and pending this the appointment of a receiver. It is charged that the company fraudulently increased its capital stock and is about to improperly declare dividends. It is also declared that the stock of the concern has been "watered" with a liberal hand. The bill is substantially the same as that filed by Attorney General Maloney of Illinois.

When corn is selling at 13 cents to 15 cents delivered at the elevator in the central and western end of the corn belt, it is evident to any person who knows anything about making the ends meet in the corn growing business that this price is entirely inadequate, and it is a well settled principle in agriculture that when the price of a non-perishable product like corn is unequal to the cost of production, then is a good time to store that article away for future reference.—Nebraska Farmer.

Suit was recently brought in the District Court of Le Sueur County, Minnesota, wherein Malon Flowers and over thirty others are plaintiffs and John M. Bartlett, William Johnston, James P. Moore, Clifford A. Gilbert, Charles A. Needham, the Gilbert Grain Co. and others are defendants. The complaint alleges that the plaintiffs furnished grain to the Gilbert Grain Company on credit; that the company was badly managed and lost all of its assets, and did not pay the plaintiffs for their grain. The alleged value of the grain is more than \$10,000. The defendants, except the Gilbert Grain Co., were directors of the company, and they are sued upon their statutory liability for negligence in allowing the company to be mismanaged. The action is brought by the plaintiffs on behalf of themselves and all of the creditors of the Gilbert Grain Co. that intervene and become parties to the action. The action is in the nature of a bill in equity. The demurrer which was interposed by one of the defendants to the complaint was overruled recently, and an appeal has been taken to the Supreme Court.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1896.

PAYING BOUNTIES ON EXPORTS OF GRAIN, ETC.

David Lubin, the irrepressible advocate of government aid to the farmer, has got his bounty scheme before Congress in House Bill 2626. The essential part of the bill is that on the passage of the act, and after the lapse of fifteen months "there shall be paid, out of any moneys in the Treasury of the United States not otherwise appropriated, to any exporter of wheat or wheat flour, rye or rye flour, corn, ground or unground, cotton, hops, or tobacco, produced wholly in the United States and exported by sea from any port in the United States to any port of a foreign nation, certain sums, to wit: Ten cents per bushel on wheat; fifty cents per barrel on wheat flour; ten cents per bushel on rye; fifty cents per barrel on rye flour; five cents per bushel on corn; seven cents per cental on corn, ground; one cent per pound on cotton; two cents per pound on hops; two cents per pound on tobacco." In addition to this an additional bounty of ten per cent. shall be paid when the articles named are exported in American ships.

Of course Mr. Lubin's contention is that the exporter would be able to pay more for the grain if he received a bounty for its export. He argues that the exporters would bid up the price to get the grain, because they would want it so badly. This might be the case in years of scarcity, but we imagine that ordinarily the foreigner would simply get the grain cheaper by a large share of the bounty. The American exporter could underbid everybody else to get the business. He would get it. Like everybody else he would buy his supplies as cheaply as possible. It is possi-

ble that the home price might be lower than the Liverpool price. The trouble with all such schemes is that they do not always work as they ought to, and are intended to. If someone will concoct a plan which will raise the value of American farm products, he will deserve lasting gratitude; but we want to be sure that the plan, when put in practice, will not amount simply to the United States Government guaranteeing cheap food to Europe.

RUSSIAN COMPETITION IN GRAIN.

C. Wood Davis, the Kansas statistician, makes a showing with Russian crop figures that will put a new face on the matter to many. Since 1893 Russian influence in the market has been felt to a degree never experienced before, and the natural conclusion has been that Russia was enlarging her cultivated area, improving her methods, and so entering upon an exporting career. But Mr. Davis quotes figures which would show that this is not the case, and that we have no reason to fear that Russian competition will be such a factor as the past three years gave the promise of.

The two points he calls attention to are that the crops of 1893 and 1894 in Russia were phenomenal in quantity, while the acreage under cultivation has not materially increased in twenty-five years. In those two years 122,000,000 more bushels of barley and 460,000,000 more bushels of oats were produced than would have been the case had only an average yield been harvested. While Russia alone of Europe has a decreasing unit of consumption of the higher cereals, its population increases faster than that of other European countries, and this fact compensates for the diminishing home consumption. With average yields, says Mr. Davis, Russia could not have over 50,000,000 bushels of grain of all kinds to export from any one crop.

This is encouraging. It is certain that there have been apparently inexhaustible stores of grain in Russia since the famine, from which Europe has been cheaply supplied with bread and feeding stuffs. If these are not to be replenished except by phenomenal harvests, there is some hope in the future for a higher level of prices for agricultural products.

STATE ELEVATORS.

At a recent meeting in New York City the canal boat owners passed some warm resolutions in regard to the elevator charges at Buffalo and New York. After reciting the decadence of the canal carrying trade in grain since 1880, the resolutions proceed and say that the elevator men have violated the state elevator law from the day of its enactment on June 9, 1888, and call upon the state to purchase or construct elevators to elevate canal grain in Buffalo and New York at a rate not exceeding one-quarter of a cent per bushel for direct transfer with no charge to make to lake vessels at Buffalo for the use of steam shovels.

The canal boat owners have ample cause for irritation. The state law, as they state, has been a dead letter. But is officialism in New York state such a success that it is wise to turn over such an important function to men with pulls? Unless politicians are of a different brand than they are in this neck of woods, abuses would

speedily occur, discriminations made and dissatisfaction rule supreme. If the elevator owners and railroads are strong enough to defy a state law, they can probably influence a few political place-holders and render the state elevators practically useless.

Two other solutions out of the undoubted difficulty suggest themselves. One is to enforce the state law; follow the matter up and if the law is defective amend it. The other is to bring competition into the field. Floating transfer elevators have demonstrated their ability to compete successfully. To secure this sort of competition would require but a small outlay, comparatively, only a fraction of what the vested interests of the pool amount to. As a matter of fact, a few floating transfer elevators would be masters of the situation. Why don't the canal boat owners interview a few rich men?

THE INSPECTION OF BARLEY.

If the grading of barley by inspectors at any of the grain centers of this country is satisfactory to the trade we have not learned of it. The trouble appears to be the same at each market, that is, that inspectors are employed to grade all kinds of grain, and each inspector passes upon so little barley that his grading varies greatly; in fact, it varies so much as to make it worthless to the trade.

The inspection of flaxseed comes nearer to being an exact science than the inspection of any grain, and the greater part of this work is done in a testing room, where tools of special design are provided. At Chicago flaxseed is inspected by an independent department and its employees have nothing to do with the inspection of grain. The track inspectors do little more than take samples of the flaxseed. The grading of this department is so reliable that dealers depend upon its work and never think of appealing from its grading.

The inspection of other grains is largely a matter of human judgment, and to inspect barley with any degree of uniformity much experience and continual practice are necessary. With equal practice it would be impossible for inspectors to grade barley with as little variation as now occurs in their grading of the other grains. The four-legged consumers of corn and oats may have detected a great variation in the quality of these grains, even when bearing the same official classification, but they have never kicked on the quality, even though feed mixers have used large quantities of oat hulls and corn cobs. The barley consumer is much more particular, because he finds that unless the percentage of foreign matter in the barley is very small and the percentage of grains which will grow is large, he will not be able to use the raw material to advantage and will lose money on his investment. For this reason the barley trade cannot afford to heed the grading of the inspectors.

It often happens that the practiced eye of the expert barley dealer detects more value in a sample given a low grade by an official inspector than in one given a higher grade by the same inspector. Sometimes the shipper gets the full value of his grain, but he cannot always expect to receive the advantage of expert skill in detecting barley values when he does not pay for it. Some commission men have this skill and are able to get better prices by reason of its posses-

sion, hence it would be to the advantage of the country shipper to pay a commission based on the dollar instead of on the bushel.

Last year over 13,000 carloads of barley were received in Chicago and the country shippers paid over \$3,000 for an inspection that was of no value whatever to them. A similar condition exists at other markets. By raising the barley inspection fee to fifty cents a car, the Chicago department would have an annual income from this source of about \$6,500. With this sum it could provide quarters and employ an expert barley inspector to grade samples taken by the regular track inspectors. With tester and cleaner he could quickly determine the percentage of foreign matter and the weight per bushel. If he undertook to learn the percentage of the grains which would germinate it would require a day or more, but if he gave his entire time to grading barley according to other characteristics his inspection would still be of far more value to the trade than the present service.

MINNESOTA'S REGULATION OF COUNTRY ELEVATORS.

We are pleased to give space in this number to a contributor's article on "Minnesota's Law Governing Country Elevators," although fully convinced that the law is unjust and unconstitutional. At the beginning the law declares all elevators on a railroad right of way public elevators. If the railroads secured the land by condemnation for railroad purposes, the state might be entitled to have some say regarding its disposition, but after private individuals have erected elevators on the land with their own money, it is not just nor reasonable that the state should come in and declare that the elevators shall be public elevators, and that the proprietors shall store grain for all comers. Such action amounts to confiscation of a private business.

If a railroad company had acquired the land by purchase it is entitled to dispose of it as it wishes and to use it for any purpose it desires. If the state had declared that all elevators and warehouses where grain of different owners is stored for a compensation shall be public elevators, it could maintain a claim of right to regulate the houses of that class, but in declaring elevators used exclusively for the business of the owner a public elevator, it exceeds its authority. It could, with as much reason, declare every private dwelling house a public house and provide laws for regulating the entertainment of any guest who applied for meals or lodging. The only difference is that the elevator man's house stands on a railroad right of way, and this is not sufficient to warrant the confiscation of his house.

The state has power to compel the carriers to provide facilities for receiving and shipping all kinds of freight, as is required by their charters, and in justice to the grain dealers it should do it. If such a law were enacted it might dawn upon the railroad companies that a just and cheap way out of the difficulty would be to pay elevator men a small fee per bushel for all grain loaded into cars from the elevators, provided the elevator men would receive grain from all comers and store free for 48 hours.

The country elevator men are so accustomed to tolerating abuses they have not discerned the fact that they are paying carriers for the privilege of erecting houses with their own money,

in which to store bulk freight for the carrier. It seems incredible that an elevator man should be so foolish as to provide his own house and pay for acting as local freight agent for the carrier, yet, that is the very thing they are required to do in Minnesota. They do it in some other states voluntarily.

If the elevator men were organized they might be able to command some respect from other interests. Until they are organized they cannot expect to get even fair-minded consideration.

ANOTHER ANTI-OPTION BILL.

Senator Knute Nelson has introduced in the Senate a bill to "regulate" trading in futures. It is practically the same as that introduced by his predecessor, Senator Washburn, and, for aught we know, may be identical with it, as we have not compared the two. At any rate, it is the same Minnesota crusade and aims at the same result—the destruction of future trading. Who would profit by this may be readily inferred.

On general principles the bill stands little chance of becoming a law this session of Congress at least. The well-understood plan is that Congress shall surprise the people by a session not protracted and by passing only such measures as seem imperative. But apparently there will be no lobbying against the bill, and it may get through next winter. Such a bill would satisfy a great many people, and if the Chicago plan of trading proves a success, the strongest opponent of such legislation hitherto will view its enactment into law with complaisance, if not with absolute joy. It believes it has found a way of trading that obviates the objections urged against trading in futures and which bucket shops cannot imitate. But probably there will be no need of lobbying for or against the bill this session.

GUARANTEEING GRADES AND WEIGHTS.

The Railroad Commissioners of North Dakota have decided, in a case quoted in this number, that country elevator men who store grain for a compensation must guarantee their grading and weighing, just as is required of the so-called country public elevators of Minnesota. This is unreasonable and unfair and surely would not be sustained by the courts. The country elevator men charge nothing for grading or weighing grain, so they are under no obligations to the recipient of the gratuitous service.

When North Dakota attempted to inspect grain it did not guarantee the work of its inspectors to agree with work of other inspectors or with the work of the Minnesota department, and the Minnesota department, although one of the best departments in existence, does not guarantee its work, but admits that it is not perfect by providing an appeals committee, to which shippers dissatisfied with the work of the inspectors may appeal.

Surely, if the state has not enough confidence in human judgment to guarantee the work of its inspectors when the trade pays for the service, it cannot in justice require country elevator men to do so when they do not charge anything for the service. Elevator men who submit to this imposition do so needlessly, as one suit conducted by a lawyer of even mediocre ability would leave the

Minnesota law and the North Dakota ruling in a very tattered condition.

IOWA'S PROPOSED WAREHOUSE LAW.

We publish in full in this number the bill introduced in the Iowa Legislature which provides for the establishment and regulation of public warehouses in that state. It is copied after the Illinois and Missouri laws and provides for inspectors, weighmen, appeals committee and other sinecures. They will be sinecure positions in Iowa, because the occupants will have little to do.

The bill is principally intended as a sop to the farmers and can benefit no one but those who secure positions as the result of its enactment. If any large quantity of grain of different owners was stored in the elevators at any point for a compensation official inspection and weighing might be of some benefit to the trade. Official inspection and weighing of grain is of advantage only at points where large quantities of grain are dealt in through agents of the principals. This is not done at any point in Iowa. The trade within the state is conducted almost entirely by the principals in person. Some trades may be conducted by sample, but the interior trade of the entire state is not sufficient to justify the appointment of even one inspector and it is useless to burden the trade with this unnecessary expense.

If any grain dealer of Iowa can discern where in the proposed law would be of value to anyone but the officeholders we would be pleased to hear from him, as no practical advantages have yet been claimed for the bill. The bill if enacted into law might be made very offensive to the regular dealers, and materially interfere with their business, but the expense of the foolishness will be shouldered by the farmers, who will not be benefited in any way. Little grain that is shipped from country stations of Iowa is, or will be, consumed at any other point within the state, and the state grading could not be expected to be honored in Minneapolis, Milwaukee, Chicago or St. Louis, as those cities have grades with which the traders are thoroughly familiar and in which country shippers have confidence.

Iowa dealers will advance their own interests and confer a favor upon their brother dealers by giving us for publication their opinions in full on the proposed law. It is time some heroic work was done against the proposed legislation.

A correspondent of the North British Agriculturist calls attention to a curious passage in one of the books of Elihu Burritt, in which that learned man claimed to have seen in England a field of barley ready for harvest. The head and berry were barley and the stalk and leaves oat. The oats were sown in spring and before coming into ear they were cut down within an inch and a half of the ground. This operation was repeated and the stubble allowed to stand through the winter when presto! a crop of barley was the result. Mr. Burritt was a very learned man; but we fear that the British farmer who told him the story and showed him the barley was giving him a Roland for some supposed Oliver that the Yankee philosopher had been narrating.

EDITORIAL

MENTION

Cooper well your cars and help to reduce leakage.

Insist upon having a reciprocal demurrage charge or pay none.

The National Board of Trade has held its annual meeting and we are convinced that the country still needs reforming.

Grain commission men who pose as "the farmer's friend" may solicit the business of the regular dealers at some future day, but he will not get it.

The regular grain dealers of the country should organize a national association and secure some of the things dealers are rightfully entitled to have.

A number of shippers have been unable to get cars recently, yet they have made no attempt to collect demurrage from the carrier for delaying their grain.

The loose-jointed sway-backed cars which scatter grain along the track must go out of use. The shipper who accepts them for his grain will go to the poorhouse.

The enactment of a state law by the Illinois legislature providing for official state weighmen at all terminal grain markets would make the Chicago Sugar Refinery very sour.

Country dealers who place their business with commission firms who bucketshop their trades cannot expect to have their orders filled properly or their interests protected in any way.

Anyone having reliable information as to where the price of wheat is going, will confer a great favor upon many anxious speculators by disclosing it. No more guesses wanted.

If shipments are not holding out at terminals we would be pleased to know it and in case many complaints of shortages are received we will do what we can to have the trouble remedied.

Davis' Grain Tables greatly facilitate the work of computing the number of bushels in any given number of pounds and the dockage on any wagon load at $1\frac{1}{2}$ to 5 pounds to the bushel.

Country newspapers which announce with pride that a grain and stock exchange has been established in their towns should also announce that those who give up money there will never get any back.

After buying grain of tenants several times and paying the full market price therefor, and afterward being required to pay the landlord for a portion of it, grain dealers are likely to investigate the relations between the landlord and tenant. If dealers will require tenants to present

a written statement from the landlord releasing the buyer of the grain from all liability for rent, they will prevent loss in this manner.

When New Orleans, Galveston and Mobile have built up a large export trade in grain, what will New York do with its heavy harbor charges, which are now such a burden upon the trade?

A good hopper scale over the loading track of a country elevator will pay for itself in a very short time. It prevents many losses and enables the elevator man to tell exactly what he is doing.

The uniform classification, uniform bills of lading and equal rates for all, which the National Transportation Association started out to secure for shippers are still much desired, but as far away as ever.

Large shippers or receivers are never required to pay demurrage, and its payment by small shippers is asked principally because the traffic managers feel that they can impose upon them with impunity.

Iowa grain dealers should read the bill which is published in Secretary Russell's communication in this number, and then send a protest against its enactment into law to their representatives in the State Legislature.

The bulls of the wheat pit have suffered another blow and now will have to bid good-bye to corners. By the new and wonderful process of photography the trade will be able to determine who and what is on the inside of a corner.

There is an effort being made to stop the leakage of the Government crop reports before the 10th of the month. If these leaks were left alone, they would soon be so valuable to the trade that the monthly report would not be asked for.

Insist that all bills of lading be marked "Freight C. O. D." Then if the receiver fails before paying the freight the shipper will not have to pay it. In other words, the credit giving carrier will be required to bear the brunt of its own practice.

Two solid trains of 25 cars each, loaded with clipped oats, were shipped to New England lately by one Chicago firm. The oats were shipped in new 60,000 pound cars and it is probably the largest single shipment of clipped oats ever made from Chicago.

Some impractical Michigan farmers are still agitating in favor of the enactment of a state law requiring the grading by a state inspector of all grain sold by the farmer to the country grain dealer. They have overlooked the immense cost of such service.

The Chicago Sugar Refinery has not quit buying its daily supply of corn on the trading floor of the Board of Trade as it has frequently threatened to do. Since failing in its attempt to prevent the reappointment of Weighmaster Walker it has sought assiduously for a hole to crawl out of and recently it has found a good one, and

agreed to accept a weighman selected by some of the receivers. The Sugar Refinery is entitled to no more consideration than anyone else, and it should be required to accept official weights.

The National Farmer's Alliance has adopted a resolution declaring in favor of the enactment of an anti-option law, and of course Congress will immediately proceed to burden the grain dealers and producers with unnecessary restrictions.

Shippers who send grain to Chicago would confer a great favor upon those who worked strenuously to secure a reform in the methods of weighing grain at Chicago by sending us for publication a statement of their shortages before and after the reform.

Down in Indiana some of the farmers, instead of selling their wheat are stuffing capons with it. The raising of capons for the Eastern market is said to be growing rapidly and to be profitable. The average capon brings twice or three times as much as a young rooster.

It is said the Lindblom plan of trading is not indorsed by the members of the New York Produce Exchange. So long as the experiment is to be tried, it is just as well to await the outcome at Chicago. If it is successful, the other exchange will not be backward in adopting the idea.

Heavy wire screens placed over the windows of elevator cupolas will protect them from boys' missiles, and when the windows are open or panes broken the screens will keep out sparrows, pigeons and locomotive sparks. Cover your windows with them and reduce the fire hazard.

The present inspection and grading of barley at the terminal markets of this country is ignored by the trade because it is worthless. The trade should not be required to pay for a service which is of no value to it, hence the inspection of this grain should be stopped or else the methods reformed so as to insure reliable grading.

Some members of the grain trade may think that the National Board of Trade is determined that the United States Government shall expend its entire income in the construction of waterways, but it is not. The indications are that the Board of Trade would be satisfied with 99 per cent. of the Government's gross income.

It would be interesting to know exactly what the Attorney-General of Illinois expects to accomplish by his numerous suits against the Chicago elevator men. The trade would be greatly pleased if he would succeed in stopping the trading in grain stored in public elevators by the proprietors of those houses.

The Illinois Central Railroad Company is credited with planning to expend \$1,000,000 in providing better facilities for handling grain at New Orleans. The recent grain blockade at that port and the delay of grain in transit would fully justify the expenditure of more than a million. If the 1,000 cars of corn standing in the yards at that point during January had not been unusu-

ally dry there would have been an exodus of Northern shippers to the Gulf, as there was in 1890. New Orleans is sorely in need of more large, first-class storage elevators.

Millers of the winter wheat district are buying large quantities of spring wheat and paying a premium for it, although they will experience considerable difficulty in reducing it to flour. Country grain dealers who have winter wheat could no doubt dispose of it to millers at even a better premium than is now paid for spring.

The retail grain dealers of Cincinnati, Ohio, are organizing a local association, a thing the retailers of every large city would profit by doing. By this means the dealers get acquainted with and respect one another, and if guided by personal interests they will work harmoniously together to weed out many expensive abuses.

There is much encouragement for the reliable grain commission man in the recent reports of swindling by sharks posing as friends of the poor farmer and soliciting his grain direct. A few of the farmers, especially in the Northwest, have learned a good lesson, and it has cost enough to make them remember it for some time to come.

One shipper at least is free to admit that he has already profited by the campaign against short weights at Chicago, but unfortunately he has been suffering from short weights at Toledo. Can it be the elevator men learned that country shippers were satisfied with the treatment received at that point, and immediately proceeded to hold them up? We would be pleased to hear from other elevator men on this subject.

A rather curious case came before the directors of the Chicago Board of Trade lately. A cash grain handler reported a sale of oats for a customer in the country at 18 cents. As a matter of fact, the Chicago man had only got 17½ cents for his customer's oats, but reported the sale at 18 cents to capture the shipper's business. Of course this embarrassed competitors, who accused him of uncommercial conduct before the directors, who sustained the charge.

Some of the sharks who have been advertising fortunes made in a minute and sending out so-called market letters may be put behind the bars for using the United States mails to defraud. Government inspectors are now looking after Thomas & Co., and Pattison & Co., who pretended to be doing business on the Chicago Board of Trade. If it were always possible to build the profitable pyramids these schemers tell about they would wait a long time before letting the dear public in on the ground floor.

We have frequently given figures on the decline of wheat raising in Great Britain; but nowhere have we seen so striking a statement of the facts of the case as in a recent article in the London Standard. It shows that in the year 1800 Great Britain had 3,220,000 acres of wheat to feed 10,500,000 people, while in 1895 the United Kingdom had only 1,500,000 acres to feed 39,130,000 people. At the former period there were ten acres to every 32 inhabitants, while now there are ten acres to every 260 people.

The British public can live only 90 days on home-grown wheat and must depend for the remaining 275 days of the year on imported wheat and flour. The Standard deplores the repeal of the corn laws, but regards their restoration as outside the possibility of practical politics.

The proposition of the German Agrarians to make the sale of grain a government monopoly was defeated by a vote in the Reichstag of 219 to 97. The objections raised to the scheme were various, one of which was that it was at variance with the treaties with foreign countries. Another was that the scheme was a step toward socialism. We should think it was! When a people puts its food supply under the control of officials, it need not hesitate to take the wildest leap into socialism. Nothing could be more serious than the control of the food supply by government. Happily, the scheme was defeated.

Rumors are occasionally circulated and believed, without stopping to consider what they involve. Such a report was that the Canadian Pacific Railway, in the ten days preceding February 7, carried 10,000,000 bushels of American grain through St. John's for export. Now this is a pretty large pile of grain. It means about 16,500 cars, or 550 trains of 30 cars each. To move it in ten days would require fifty-five trains a day or one every 25 minutes, day and night. People sling the word "million" around altogether too thoughtlessly. And, by the way, the Canadian Pacific denied that it carried a bushel of American grain in the time specified.

The Grain, Hay and Feed Receivers' Association of Cincinnati is not receiving the support from other lines of trade, in its fight against the jug-handled demurrage charge, which it rightfully expects, but it is not to be discouraged by this and is fully determined to secure legislation making the charge reciprocal. The association is to be commended for its firm stand against this exaction and we trust that every regular grain dealer of the state, and especially the members of the Ohio Grain Dealers' Association, will give the Receivers' Association every assistance in their power. When the one-sided charge has been abolished in one state, it will be a comparatively easy matter to secure its abolition in other states.

According to the report of the Bureau of Statistics the value of breadstuffs exported in January was \$14,684,392, against \$9,423,777 for January, 1894; and during the seven months ending with January the breadstuffs exported were valued at \$79,570,504, against \$64,434,610 for the same time in 1894-95. Exports of grain in January compared with those of January, 1895, in bushels, were as follows: Wheat 6,456,086, against 6,762,861; rye, 14,050, against 388; oats, 393,713, against 39,384; corn, 13,228,904 against 3,152,403; barley, 626,954, against 65,753; and the exports for the seven months ending with January were: Wheat, 38,556,282, against 48,286,579; rye, 14,431, against 8,810; oats, 2,165,850, against 333,105; corn, 51,560,002, against 9,066,428; barley 3,683,140, against 1,143,583 for the same months of 1894-95. In the seven months ending with January there were exported 8,881,043, against 9,206,586 bar-

rels of wheat flour, 23,630,055, against 8,431,925 pounds of oatmeal and 169,734, against 131,166 barrels of cornmeal during the same seven months of 1894-95.

SCREENINGS.

She—This decimal system is so simple! I don't see why they don't use our money in England?

He—They do, as fast as they can get it over.

Willy (who has been reading the market column)—Pa, what's a bull?

Blithers (who has been there)—A bull, my boy, is a great big mistake some people make.

Mrs. Lamb (reprovingly)—The love of money is the root of all evil.

Mr. Lamb (who has been shorn recently)—No it isn't; Wall Street's the route of all evil.

Pat Shinnegan works on the Allen place, and his mind is no poetic mind, although he believes in license, and whatever comes into it receives a literal construction that sometimes makes it unrecognizable when it comes out again. In fact, Pat's mind is a very sausage machine of a mind.

Now it happened that Pat felt unwell for some days, and so, as his employer is an M. D. full fledged, albeit somewhat young in years, Pat applied to him for a remedy. The doctor asked the symptoms, felt the pulse, examined the tongue, and did whatever else professional etiquette demanded. Then said he: "Patrick, you're run down a bit, that's all. What you need is animal food." And Pat departed quite contented.

About two days afterward the doctor happened to think of his case, and called on Pat in the stable.

"Well, Pat, how are we getting on with the treatment?"

"Oh, sure, sir," said Pat, "Oi manage all right with the grain and oats; but it's domned har-rd with the chopped hay."

Grain Dealers' Associations.

THE GRAIN RECEIVERS' AND SHIPPERS' ASSOCIATION OF CHICAGO.

President, John Hill, Jr.; vice-president, S. H. Greeley; secretary, W. N. Eckhardt; treasurer, Wm. Nash.

CAR GRAIN ASSOCIATION OF BUFFALO.

President, Charles Kennedy; vice-president, J. H. Rodebaugh; treasurer, W. V. Downer; secretary, S. W. Yantis.

THE GRAIN RECEIVERS' ASSOCIATION OF MINNEAPOLIS.

President, A. M. Woodward; vice-president, W. G. Nicholls; secretary, Wm. B. Mohler; treasurer, H. W. Commons.

SOUTHERN ILLINOIS GRAIN BUYERS' ASSOCIATION.

President, W. D. Sparks, Alton; vice-president, J. E. Duffield, Jerseyville; treasurer, W. B. Pierce, Alton; secretary, G. E. Brown, Brighton.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

President, John Crocker, Maroa; vice-president, E. R. Ulrich, Jr., Springfield; treasurer, F. M. Pratt, Decatur; secretary, B. S. Tyler, Decatur.

CENTRAL IOWA GRAIN DEALERS' ASSOCIATION.

President, Allen Smith, Boone; vice-president, B. A. Lockwood, Des Moines; treasurer, M. McFarlin, Des Moines; secretary, M. T. Russell, Des Moines.

OHIO GRAIN DEALERS' ASSOCIATION.

President, Daniel McAllister, Columbus; vice-president, J. B. Van Wagener, London; treasurer, Jesse Brundige, Kingston; secretary, Huntington Fitch, Columbus.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WESTERN IOWA.

President, T. M. C. Logan, Onawa; vice-president, E. M. Parsons, Carroll; secretary and treasurer, F. D. Babcock, Ida Grove; assistant secretary, F. G. Butler, Schaller.

The rule is that, where a negotiable promissory note is given and is accepted in satisfaction of a present debt, the note is regarded as money paid.

Trade Notes

"Man wants but little here below"—
So runs the good old song;
If he but advertises, though,
He doesn't want that long.

Merchants advertise—dealers buy.

A company has been organized at Port Huron, Mich., to manufacture a new patent grain car door.

The Nordyke & Marmon Co. of Indianapolis, Ind., reports an excellent trade in its French burr mills.

The La Crosse Steel Roofing & Corrugating Co. has been incorporated at La Crosse, Wis., with a capital stock of \$20,000.

W. W. Stephens & Co. have organized to deal in grain elevator machinery and supplies at Chicago, and have opened offices at 133-135 S. Canal street.

We have received a very tasty catalogue of the Standard Water Tube Safety Boiler, which is made at the works of the Link-Belt Machinery Company in Chicago.

The advertisement that has a sincere ring to it and hugs the truth in every sentence, will go straight to the reader's reason and make a favorable impression.

The Anthon Christiansen Belting Co. has been incorporated at Chicago with a capital stock of \$30,000, to manufacture cotton belting. Incorporators, Anthon Christiansen, Charles A. Brophy, James A. Petrie.

The H. W. Caldwell & Son Co. of Chicago has issued a new catalogue, which is up to this company's high standard for neatness and usefulness. It is profusely illustrated, and a complete index facilitates the finding of anything in it.

S. W. Edwards & Son, commission merchants of Chicago, report that business has opened up much better this year than last, and that the outlook is excellent for a good year's business. Considerable hay from Oklahoma Territory has been coming in recently.

Because a thing is low in price it is not necessarily a bargain. You cannot get a first-class article at a second-class price. At first glance the cost of advertising in the AMERICAN ELEVATOR AND GRAIN TRADE may look high, in reality it is remarkably low. That is the combined judgment of its patrons.

D. J. Hays, who is well known among machinery men and millers, has been appointed manager of the Richmond Mfg. Co. at Lockport, N. Y. Mr. Hays formerly traveled for the Todds & Stanley Mill Furnishing Co. of St. Louis, and in 1892 held a position with the Richmond Mfg. Co. He has had long and varied experience.

The Stilwell-Bierce & Smith-Vaile Co. of Dayton, Ohio, report that notwithstanding the increased cost of iron, it has not been able to obtain any material advance in the price of its goods, and while the volume of business has been quickened, the profits continue small. They say: "We have no reason to complain. We have been favored with a fair amount of work, and the outlook for the coming year we regard as very favorable. Present indications are that we shall have all that we will be able to do."

The advisability of following the standard sizes for catalogues and industrial publications has frequently been urged in these columns, and yet it seems necessary that the attention of many manufacturers who are publishers of this kind of literature should have the matter brought more forcibly before them. If they could understand how inconvenient are the odd sizes of pamphlets and catalogues about an office where they rapidly accumulate, they undoubtedly would be impressed with the importance of the subject.—Railway Review.

The Jeffrey Mfg. Co. of Columbus, Ohio, reports: "We cannot see from our standpoint any reason why the year 1896 should not be a decidedly good year. There has been for the past two or three years a tendency on the part of consumers of machinery and power plants to reduce the expense of their plants, but the limit has been reached and we suppose they will have to follow the same course that we as manufacturers have found necessary; that is, replenish stocks and purchase new machinery, which we had deferred buying for signs of better times."

Large orders have recently been received by the H. Channon Company, of 24-26 Market street, Chicago, for their Ajax Transmission Rope from the following: The Boston & Montana Consolidated Copper & Silver Smelting Company of Butte, Montana; the Helena Light & Power Company of Helena, Montana; the Illinois State Penitentiary at Joliet; the North Chicago Electric Street Railway Company; the Cleveland Linseed Oil Company of Chicago; the Independence (Iowa) Waterworks;

the Mankato (Minn.) Mills; the Minneapolis General Electric Company; the Syms & Dudley Paper Company, Watervliet, Mich.

The B. S. Constant Co., manufacturers of the Constant Grain Handling Machinery, has moved into its handsome new quarters at Bloomington, Ill., which affords facilities for doing an increased business. The company writes: "Inquiries are coming in earlier this year than ever before, and the prospects are for a large number of elevators to be built and remodeled."

The Cliff Paper Co. of Niagara Falls, N. Y., is building a new power house, in which it will generate electricity for use in its paper mill. This paper company has a pulp mill, driven by two Leffel Wheels, of 2,500 horse power, at the water's edge below the Falls, and a paper mill on the top of the high cliff, thus securing a double service from the water. This double use of water is quite an innovation, and has brought discredit upon the saying that "the mill will never grind with the water that is passed." Now, this progressive company is about to make another step for practical economy, and it will adopt electricity, to succeed steam, to run its paper machines. When this proposed electric plant is installed, it will drive out three steam engines of over 200 horse power. Preparatory to the adoption of the electric current, this company will build a stone power house 20 by 30 feet in size, close to the pulp mill. The penstock, leading to the pulp mill will be tapped, and a portion of the water diverted to run a 250-horse power James Leffel Turbine, to which will be attached two 125-horse power generators. The head of water on this turbine will be 125 feet. At the top of the cliff will be two electric motors of 100 horse power each, attached to each of the paper machines; besides, there will be two motors of 5 horse power each, to furnish power for the small machinery about the mill.

THE BASING POINT SYSTEM AND UNREASONABLE RATES.

A couple of interesting decisions involving the interpretation of the much-construed fourth section of the interstate commerce law have lately been handed down by the Interstate Commission. In one of these cases, Hill et al. vs The Nashville, Chattanooga & St. Louis Railway Company and others, the Commission ruled that the competitive and basing point system under which railroad companies operating in the Southern Railway and Steamship Association territory elect distributing centers and competing points results in unreasonable and unlawful rates to points classed as local, and gives favored business rivals unreasonable advantage.

The Commission said that, in the absence of other influential conditions, distance may be fairly considered a controlling element in fixing reasonable rates, and that the distance being in favor of one of two competing points, and neither the cost, the value of the service nor other conditions of transportation in favor of the other, the shorter distance point cannot justly be denied at least equal rates with the longer. On the facts in the case, the Commission held that any higher rate from Nashville, Tenn., to Cordele, Ga., than to Albany and Americus, Ga., was unreasonable and unduly prejudicial to complainants.

Where, the Commission said, carriers form an indirect line over which they transport freight and charge and receive greater compensation in the aggregate for a shorter than for a longer distance, the shorter being included within the longer, their action is unlawful and in conflict with section 4 of the Act to Regulate Commerce, and the fact that a more direct line, over which the mileage to a longer distance point (Macon or Americus) by the indirect line is less than the mileage to a shorter distance point (Cordele) by such indirect line, may be or is formed and used in transporting grain to or from such longer distance point (Macon or Americus), does not alter or so change the conditions of transportation over the indirect line as to take it out of the rule of the statute.

In another case, that of the Cordele Machine Shop vs. The Louisville & Nashville Railroad Company and the Savannah, Americus & Montgomery Railway Company, the Commission held that while carriers operating shorter lines have the advantage, both in making rates and in carrying under them, they cannot dictate a system of charges which the operators of longer lines may not change as to their own roads, though it may be true as a rule, and as claimed by defendants, that, to get business, longer lines must take it as low as rates at the time in force over more direct routes, and that the fourth section of the Interstate Commerce Act cuts off any presumption in favor of as great compensation for short as for long distances, and is based on the assumption that ordinarily a higher charge for a shorter distance is discriminating and excessive.

Where it was shown that the Louisville & Nashville Railroad Company and the Savannah, Americus & Montgomery Railroad Company, the defendants, united in a joint tariff over their lines from

Birmingham, Ala., to Cordele, Ga., and connecting at Cordele with the Georgia Southern & Florida Railway Company, the three companies formed a line and joined in a tariff through to Macon, the Commission held that the two companies first named might lawfully accept less for their haul to Cordele as a part of the through rate to Macon than they might lawfully charge for the haul to Cordele for local delivery, but that when the defendants carried a ton of pig iron to Cordele destined to Macon, and received for their share of the through tariff \$1.45, and when they carried it to Cordele for complainant they charge \$3.69, the charge was exorbitant and unduly prejudicial to complainant.

The Commission further held that the system of rate-making, under which a comparatively few places arbitrarily selected are designated competitive points, or basing points, and given preferential rates, while adjacent and less distant points are classed as local, and made to pay very much higher rates, is at variance with all the equality provisions of the Act to Regulate Commerce, including that which requires all rates to be reasonable and just.

CINCINNATI RECEIVERS WORKING FOR RECIPROCAL DEMURRAGE.

Cincinnati railroad superintendents are wondering what progress the Grain, Hay and Feed Receivers' Association of that city is making in its efforts to enlist the sympathy and co-operation of other lines of trade in its effort to secure reciprocity in the matter of demurrage charges on cars held over a certain time. Letters asking co-operation were sent out some time ago.

The Committee on Car Service met on 'Change February 4 and resolved to proceed in an effort to secure favorable legislation at Columbus, and not to wait to see what other commercial organizations would do in the way of co-operation. A subscription list has been started to raise funds to employ an attorney to frame the desired bill.

It is abundantly established by the decisions of the supreme court of the United States that, no matter what business a corporation does in another state, its residence is exclusively in the state of its creation.

At the annual meeting of the Winnipeg Grain Exchange the following officers were elected: President, Stephen Nairn; vice-president, Joseph Harris; secretary-treasurer, Chas. N. Bell; council, S. A. McGaw, G. R. Crowe, A. McBean, R. D. Martin, F. W. Thompson, N. Bawlf, W. W. McMillan, Wm. Martin, S. Spink, Robt. Muir and S. W. Farrell.

IN A BUCKET SHOP.



BULLING THE MARKET.



AFTER ATTEMPTING TO BULL THE MARKET.

MUST DELIVER GRAIN CALLED FOR BY CERTIFICATES.

The Railroad Commissioners of North Dakota have recently issued a decision which places country elevator men of that state who store grain for others in a very embarrassing position. It requires them to guarantee their judgment as to the quality of grain infallible, or rather that they shall guarantee that their grading shall always agree with the varying grading of the inspectors at the Minnesota grain centers and elsewhere. These bull-headed railroad commissioners seem to think that grading grain is an exact science which can be mastered easily by every country elevator man. Their decision is as follows:

Referring to the complaint of Chandler-Hayes Grain Company against the Monarch Elevator Company. After taking into consideration all facts presented, together with the advice of the attorney general, the commissioner of railroads renders the following decision:

The facts regarding this transaction are that on Aug. 15, 1895, Mr. R. Mares of Wheatland delivered to the agent of the Monarch Elevator Company, Mr. L. J. Mann at Wheatland, four hundred and forty-two and thirty one hundredths (442.30) bushels of No. 1 hard wheat. He issued to Richard Mares, or bearer, under date of Aug. 15, 1895, a storage ticket for this amount of wheat and grade. The ticket states "which amount, kind and grade of grain will be delivered to the holder of the receipt upon surrender thereof, subject to the following terms of storage." The ticket had the usual terms for handling and storage.

On August 21 the Chandler-Hayes Company had an agent, or one of the firm at Wheatland, and he paid Mr. Mares four cents above the list price for wheat, paid the charges of handling the grain, and the wheat was ordered shipped to West Superior. It was shipped in car No. 10,413. The Monarch Elevator Company claims to have delivered the identical wheat from separate bins, no other wheat being mixed with it in any way, and delivered all that was received by them. This wheat was shipped on, as stated, to some mill in West Superior and there unloaded.

Chandler-Hayes Grain Company claim the following facts: On Aug. 21, 1895, there was purchased from R. Mares of Wheatland, an elevator ticket on the Monarch Elevator Company, which called for four hundred and forty-two and thirty one hundredths (442.30) bushels of old No. 1 hard wheat; that is, wheat of the crop of 1894. Mr. Mares surrendered the ticket to the Monarch Elevator Company on that day and paid them the storage charges which had accrued against the wheat, and ordered the wheat loaded into a car.

That on that day their agent, L. J. Mann, in lieu of the surrendered receipt, gave Mr. Mares the following receipt:

"WHEATLAND, N. D., Aug. 21, 1895.

We hereby certify that we have this day loaded into Northern Pacific car No. 10,413 442.30 bushels of old No. 1 hard wheat, by order of R. Mares. This order for net bushels after allowing for dirt, and above figures represent clean wheat.

(Signed) L. J. MANN,
Agent Monarch Elevator Company."

Now this car was billed to Chandler-Hayes at West Superior, and was inspected under the Minnesota law, and contained four hundred and twenty-four and thirty-one one hundredths (424.31) bushels, or a shortage of eighteen (18) bushels on the wheat. Instead of it grading No. 1 hard it graded No. 3, but the grade was finally raised to No. 2 after having it reinspected.

Chandler-Hayes file a claim with the Monarch Elevator Company for the loss on the grade, and for the amount of bushels, twenty-seven dollars and thirteen cents (\$27.13), which was a very small loss considering the difference in the quality. When this claim was presented to the Monarch Elevator Company, payment was refused, whereupon the Monarch Elevator Co. was notified by Chandler & Hayes that the claim would be filed with the commissioners of railroads of North Dakota, to see if the Monarch Elevator Co. could issue a ticket for a certain grade of wheat and a certain number of bushels, and deliver wheat two grades lower, and 18 bushels less than they took into their house.

The above being facts presented by the Monarch Elevator Co. and Chandler-Hayes Grain Co. to the commissioners of railroads of North Dakota, the commissioners rule as follows:

The storage ticket issued by the Monarch Elevator Co. called for a certain quantity, kind and grade of wheat, and the company would be bound to furnish the same according to the exact terms of the ticket. The Monarch Elevator Co. would not be relieved from this duty from the fact that they returned the identical wheat that was stored, because the ticket did not show that the grain was placed in separate bins. A warehouseman is estopped by his statement in the receipt from showing that the property is different from the description in the receipt, in

all cases where he had opportunity to know the quantity and quality of the goods received.

In this case the agent of the Monarch Elevator Company could have ascertained whether the grain received by him was No. 1 hard or No. 3, and if he issued a receipt that showed the bearer was entitled to No. 1 hard when in fact he only received No. 3, he will be estopped from showing this mistake.

The courts hold that "Where a warehouseman issues a receipt he puts it in the power of the holder to treat with the public on the faith of it. He enables him to say, and to induce others to believe that he has certain property to sell. If the warehouseman gives to the party who hold such a receipt a false credit, he will not be suffered to contradict the statement which he has made in the receipt so as to injure a party who has been misled by it."

While the facts stated do not clearly show whether Chandler-Hayes Company bought the grain of Mares before or after the grain was delivered by the elevator company, still there seems to be facts enough to show that the grain was bought on the credit and faith of the ticket and the statements thereon contained, and they would seem to be in the position occupied by a purchaser for value without notice of any defect. The same rule would apply to quantity as well as to the quality, and the elevator company would be bound to deliver on board the car the exact amount of grain the receipt or ticket represented to be on storage. Now, whether the elevator company did or not load on the car the full amount is a question of fact, but if they did their liability ceased, and if they did not, they are liable for the deficit.

As a railroad company does not weigh the grain until it reaches its destination, they would not know the exact amount of bushels received on board the car from the elevator company at the time it was received. It is possible the elevator company did not weigh the grain "out" inasmuch as they claim to have delivered the identical grain received on storage, and they might not know from actually weighing the grain when they delivered it, how many bushels there were. In such a case, they would be liable for the shortage, providing the railroad company did not lose the same in transit by leakage from the car, or by theft.

The commissioners of railroads further hold, that the elevator company is liable for the grade the receipt calls for, and as to the amount, that they were bound to deliver on board the car what the receipt calls for in bushels, irrespective of the number of bushels they received on storage.

As the commissioners of railroads are bound to do their duty as required by law, and as the bond of the Monarch Elevator Company is held by the commissioners, to the end that the Monarch Elevator Company shall faithfully and lawfully perform their duties as public warehousemen and comply with the laws of the state of North Dakota relative thereto, and the rules and regulations adopted by the board of railroad commissioners of North Dakota in connection therewith, the commissioners feel it their duty to proceed against the Monarch Elevator Company through the attorney general and test this question in court, unless a satisfactory settlement be made with the complaining parties within fifteen (15) days from Jan. 10, 1896.

TO COMPEL USE OF METRIC SYSTEM.

A few days ago Representative Hurley of New York introduced into the House of Representatives a bill which proposes to make the metric system compulsory in the United States after 1897. Although various attempts have been made by members of Congress in the past to fulfill that provision of the constitution which empowers Congress to fix the standards of weights and measures and make them uniform throughout the United States, there has never been much legislation enacted in regard to it. Washington, in his message to the first Congress, spoke of the great necessity for a uniformity in the currency and weights and measures, and the matter was referred to Jefferson, then secretary of state, who submitted a report to Congress on the subject. While this report was under consideration the National Assembly of France was taking steps to the greatly to be desired end, and this fact induced the committee to postpone any alteration in the weights and measures then in use. Washington renewed his petition to the second Congress, and a committee reported in favor of one of Jefferson's plans.

From the latest advices which this country has received from Great Britain it would seem probable that the metric system is in a fair way to be adopted by Great Britain and her colonies. It is not generally known that the United States contributes annually something over \$1,000 to the support of an international bureau of weights and measures, which is located near Paris, France. This bureau, which was founded in 1875, has had for its object the preparation of a new interna-

tional standard meter, and a new international standard kilogram, copies of which have been made and distributed among the contributing governments.

CHAFF

No man has the right to sell his goods as the goods of a rival trader.

There are as many estimates of wheat growing in the Northwest as there are estimators.

As a general principle in the law of agency, the agent may not dispute his principal's title.

A factor has no right to pledge, deposit or apply the property of his principal to secure or pay his own debt.

In legal contemplation, a sale will not be regarded as fraudulent for the reason alone that the consideration is inadequate.

A young man was recently arrested at Kansas City, Mo., charged with vagrancy, the cause for which he laid at the door of bucket shops.

No person can act as agent in regard to a contract in which he has any interest, or in which he is a party on the opposite side to his principal.

C. F. Van Winkle & Co. of Chicago have been sued by S. L. Peterman, who alleges that they made away with \$1,000 of his, which he deposited to cover margins on grain the firm never bought.

The county commissioners of Grant County, Oklahoma, have exempted feeding cattle from taxation, and other counties will follow this example, the plan being designed to induce Texas cattlemen to take their cattle into Oklahoma.

The Winnipeg Grain Exchange has secured by petition the passing of an order-in-council reducing the fees for inspection from sixty cents to forty cents per car when inspected on the rail, and fifty cents per thousand bushels when inspected on vessels.

On petition of the Winnipeg Grain Exchange, Mr. David Horn, grain inspector for the Winnipeg inspection division, has been appointed official weigher, and the department of inland revenue has approved of the weighing regulations adopted by the Winnipeg Board of Trade.

Our system of bushel measurement makes a good deal of work for the grain man, but much of it is avoided by the use of Davis' Grain Tables, which are ingeniously yet simply arranged to show the value of grain or produce without addition or multiplication, or with a single addition.

M. E. Hay of Wilbur, Wash., last year offered prizes on guessing the amount of grain bought by him during the year. Guesses ran all the way from 5,000 to 90,000 bushels. Geo. Thomas won first prize on a guess of 11,307½ bushels, the actual amount being 11,317 bushels and 21 pounds.

We are indebted to Geo. J. S. Broomhall, editor of the Corn Trade News, Liverpool, for a copy of his "Year Book," it being the third annual review of the world's grain trade for 1895. It is in every way up to the usual high standard of Mr. Broomhall's work, and this year it is substantially bound, as such a book should be.

The president of the Winnipeg Grain Exchange refers to smut in his annual address as follows: The Exchange, a year or two ago, had circulars prepared and distributed regarding the prevention of smut, and there is no doubt that much good was done thereby; but the prevalence of smut in the crop of 1895 calls for further action on the part of this Exchange, and the Council for 1896 should give this matter early attention. I would suggest that it would be wise to call the attention of farmers to the necessity of a more thorough treatment of the seed and also to closely scrutinize the quality of the bluestone before purchasing.

"Western packers and grain shippers," says the Chicago Tribune, "have adopted a systematic plan to break the agreement of the new Joint Traffic Association, which went into operation January 1. What brought the matter to the attention of the railroad officials was the material reduction in through shipments of provisions by way of New York. Investigation showed that Western packers and grain merchants have been sending their through freight over the Canadian Pacific and other Canadian lines to St. Johns, N. F., where it is taken aboard vessels for European ports. Not only has business been diverted from New York for shipment from Canadian ports, but it has been sent over Southern roads to Southern ports and there loaded on steamers for European points. There was a shipment of 200 cars of provisions from Kansas City recently to Pensacola, Fla., and it was there put on board the British steamer Collingham."

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since January 15 has been as follows:

January.	No. 2* R.W. WHT.		No. 2 S.P. WHEAT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 3† BARLEY.		No. 1‡ FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
16.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
17.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
18.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
19.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
20.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
21.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
22.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
23.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
24.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
25.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
26.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
27.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
28.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
29.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
30.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
31.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
Feb 1.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
2.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
3.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
4.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
5.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
6.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
7.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
8.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
9.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
10.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
11.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
12.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
13.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
14.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
15.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4
16.	61 1/2	61 3/4	21 1/2	21 3/4	17 1/2	17 3/4	33	33 1/2	34	34 1/2	91 1/2	91 3/4	91 1/2	91 3/4

*Nominal range. †Free on board or switched. ‡On track.
§Holiday.

During the week ending January 18 Prime Contract Timothy sold at \$3.67 1/2 @ 3.80, Prime Contract Clover Seed at \$7.15 @ 7.25, Hungarian at 60 @ 70 cents, German Millet at 60 @ 75 cents, buckwheat at 55 @ 75 cents per 100 pounds.

During the week ending January 25 Prime Contract Timothy sold at \$3.65 @ 3.80 per cental, Prime Contract Clover Seed at \$7.20 @ 7.25, Hungarian at 60 @ 70 cents, German Millet at 65 @ 75 cents, buckwheat at 55 @ 70 cents per 100 pounds.

During the week ending February 1 Prime Contract Timothy sold at \$3.72 1/2 @ 3.75 per cental, Prime Contract Clover Seed at \$7.20 @ 7.30, Hungarian at 60 @ 70 cents, German Millet at 65 @ 75 cents, buckwheat at 55 @ 65 cents per 100 pounds.

During the week ending February 8 Prime Contract Timothy sold at \$3.67 1/2 @ 3.80, Prime Contract Clover Seed at \$7.25 @ 7.40, Hungarian at 60 @ 70 cents, German Millet at 60 @ 70 cents, buckwheat at 55 @ 65 cents per 100 pounds.

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the 32 weeks ending February 8, for the last three years, according to the Cincinnati Price Current were as follows:

	1896.	1895.	1894.
St. Louis.....	9,926,000	8,378,000	11,140,000
Toledo.....	5,344,000	12,988,000	10,533,000
Detroit.....	1,784,000	3,386,000	7,042,000
Cincinnati.....	6,948,000	5,831,000	10,836,000
Cincinnati.....	775,000	735,000	765,000
Winter Wheat.....	24,777,000	31,328,000	40,316,000
Chicago.....	19,151,000	21,514,000	18,351,000
Milwaukee.....	7,443,000	4,507,000	8,040,000
Minneapolis.....	57,783,000	38,382,000	36,393,000
Duluth.....	43,324,000	27,275,000	27,006,000
Spring Wheat.....	127,701,000	91,678,000	89,790,000
Total, 32 weeks.....	152,478,000	123,006,000	130,106,000

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 18 months ending with January, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1895-96.	1894-95.	1895-96.	1894-95.
August.....	1,257,850	1,306,250	538,890	429,373
September.....	1,709,050	751,300	1,159,128	375,713
October.....	1,975,450	801,350	1,026,467	351,833
November.....	1,202,300	426,800	462,422	143,733
December.....	817,650	459,902	452,984	111,931
January.....	493,900	92,950	214,513	70,016
February.....		85,800		105,912
March.....		75,900		61,456
April.....		52,250		49,545
May.....		88,000		196,801
June.....		86,900		37,865
July.....		114,950		33,379
Total.....	7,546,200	4,342,412	3,894,374	1,970,557

RECEIPTS AND SHIPMENTS AT TOLEDO.

The receipts and shipments of grain and hay at Toledo, Ohio, during the four weeks ending February 1, as compared with the same period of the preceding year, were, according to Denison B. Smith, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	192,100	454,700	222,100	76,700
Corn, bushels.....	843,400	533,900	380,600	229,800
Oats, bushels.....	11,300	5,200	15,000	7,000
Barley, bushels.....		3,000		600
Rye, bushels.....	4,000	2,800	600	7,600
Clover Seed, bags.....	6,571	4,652	14,922	14,011
Flour, barrels.....	5,909	6,044	32,627	47,542

RECEIPTS AND SHIPMENTS AT CINCINNATI.

The receipts and shipments of grain and hay at Cincinnati, Ohio, during the month ending January 31, as compared with the same period of the preceding year, were, according to C. B. Murray, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	83,244	97,669	80,305	60,547
Corn, bushels.....	342,988	409,578	138,538	110,432
Oats, bushels.....	226,566	294,079	176,252	121,516
Barley, bushels.....	162,500	104,940		3,500
Rye, bushels.....	46,931	29,158	21,600	12,157
Clover Seed, bags.....	4,087	2,648	3,394	2,314
Timothy Seed, bags.....	1,106	990	1,740	1,617
Other grass seeds, bags.....	1,943	2,153	5,788	1,414
Hay, tons.....	5,335	9,218	1,647	5,849
Flour, barrels.....	216,120	138,218	177,094	109,984
Malt, bushels.....	66,286	61,455	41,522	40,606

RECEIPTS AND SHIPMENTS AT SAN FRANCISCO.

The receipts and shipments of grain and hay at San Francisco, Cal., during the month ending January 31, as compared with the same period of the preceding year, were, according to T. C. Friedlander, secretary of the Produce Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, centals.....	1,310,085	788,791	1,661,296	610,391
Corn, ".....	13,645	13,645	9,492	7,287
Oats, ".....	85,720	56,737	2,944	1,286
Barley, ".....	200,033	90,046	251,154	13,984
Rye, ".....	5,950	3,718		
Flaxseed, bushels.....	1,120	4,238		
Hay, tons.....	8,610	9,862	357	
Flour, 1/4 barrels.....	503,574	368,522	300,480	262,460

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the month ending January 31, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	161,400	67,200	145,200	55,200
Corn, bushels.....	3,037,750	1,139,140	1,127,810	239,900
Oats, bushels.....	1,451,600	1,013,800	1,387,450	975,700
Barley, bushels.....	533,100	249,900	280,000	173,900
Rye, bushels.....	18,600	6,000	12,600	5,800
Mill Feed, tons.....	1,290	720		6,385
Seeds, pounds.....	210,000	140,000	90,000	114,000
Broom Corn, pounds.....	120,000	75,000	141,000	45,000
Hay, tons.....	10,120	3,200	3,220	590
Flour, barrels.....	25,500	22,950	27,750	22,050
Spirits and Liquors, bbls.....	1,115	1,763	14,487	16,039
Syrup and Glucose, bbls.....	950	1,250	41,047	39,370

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the four weeks ending February 1, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	570,850	283,393	144,970	3,900
Corn, bushels.....	135,850	107,900	10,400	1,300
Oats, bushels.....	582,000	465,000	340,000	399,392
Barley, bushels.....	1,081,160	644,526	330,475	61,212
Rye, bushels.....	76,470	35,527	11,400	35,959
Grass Seed, pounds.....	351,510	269,830	262,630	457,562
Flaxseed, bushels.....	24,180	5,220	19,620	2,750
Hay, tons.....	2,180	1,121	611	
Flour, barrels.....	253,950	90,775	374,424	114,424

RECEIPTS AND SHIP

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector D. W. Andrews, the grain received at Chicago during the month of January, 1896, was graded as follows:

Railroad.	WINTER WHEAT.									
	White.					Hard.				
	2	3	4	1	2	3	1	2	3	4
C. B. & Q.					3	6		5	28	17
C. R. I. & P.					1	17			7	8
Chicago & Alton.					1				2	4
Illinois Central.						6			6	3
Freeport Div., I. C.								1	3	1
Galena Div., C. & N. W.										
Wis. Div., C. & N. W.									4	5
Wabash.										
C. & E. I.										
C. M. & St. P.						1		2	2	
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.								1	3	6
Through and special.								585	23	2
Total each grade.						6		33	594	82
Total winter wheat.						39				224

Railroad.	SPRING WHEAT.									
	Northern.					No Grade.				
	2	3	4			2	3	4		
C. B. & Q.				54	7				1	1
C. R. I. & P.				14	43					
Chicago & Alton.				161	38					
Illinois Central.										
Freeport Div., I. C.				3	19					
Galena Div., C. & N. W.				1	32					
Wis. Div., C. & N. W.				20	2					
Wabash.										
C. & E. I.										
C. M. & St. P.				3	131					
Wisconsin Central.										
Chicago & Great West.										
A. T. & S. Fe.										
Through and special.				439	376					
Total each grade.				454	457					
Total spring wheat.				816	164					

Railroad.	CORN.									
	Yellow.					White.				
	2	3	4			2	3	4		
C. B. & Q.	68	927	28	34	776	972	248			3
C. R. I. & P.	75	216	6	14	235	359	18			
Chicago & Alton.	2	468		170	5	780	335			12
Illinois Central.	8	1010		163		449	31			4
Freeport Div., I. C.		120		2	1	121	14			
Galena Div., C. & N. W.	42	633	1	7	18	531	31			1
Wis. Div., C. & N. W.										
Wabash.		300	2	104	1	276	30			4
C. & E. I.	24	217	6	46	10	210	20			1
C. M. & St. P.		78		2		177	8			
Wisconsin Central.										
Chicago & Great West.		3	12	9	1	281	41			
A. T. & S. Fe.		236		27	2	111	32			
Through and special.	19	441		1	192	681	59			3
Total each grade.	241	4671	56	588	1,521	4717	831			32
Total corn.										12,657

Railroad.	OATS AND RYE.									
	OATS.					RYE.				
	White.					Wt. C.*				
C. B. & Q.	52	419	73	84				18	6	
C. R. I. & P.	87	502	43	279				5	9	2
Chicago & Alton.	6	15	7	117						
Illinois Central.	4	106	77	195						
Freeport Div., I. C.	73	114	21	81				1	1	2
Galena Div., C. & N. W.	134	647	60	303				1	70	6
Wis. Div., C. & N. W.	11	93	4	11					27	1
Wabash.	5	54	11	24						
C. & E. I.	1	14	23	45						
C. M. & St. P.	53	605	38	204				8	19	4
Wisconsin Central.	2	6		8					5	
Chicago & Great West.	32	109	22	46				2	1	3
A. T. & S. Fe.	4	67	10	49						
Through and special.	67	135	13	21				10	15	2
Total each grade.	531	2886	402	1467				3	98	105
Total oats and rye.								5387		130

* White Clipped.

Railroad.	BARLEY AND TOTAL GRAIN RECEIPTS.									
	Barley.					Total No. Cars all Grain by Roads.				
	3	3	3	3	3	3	3	3	3	3
C. B. & Q.					148	14				3,992
C. R. I. & P.					60	51				2,362
Chicago & Alton.										1,030
Illinois Central.										2,067
Freeport Div., I. C.					50					436
Galena Div., C. & N. W.					63	18				2,852
Wis. Div., C. & N. W.					1	259				170
Wabash.										822
C. & E. I.										615
C. M. & St. P.					1	423				1,820
Wisconsin Central.										21
Chicago & Great West.					14	30				615
A. T. & S. Fe.										536
Through and special.										3,395
Total each grade.					2	1,051				1,251
Total barley.										1,251
Total grain cars.										22,107

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Feb. 8, 1896, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, Bu.	Oats, bu.	Rye, bu.	Barley, Bu.
Albany		60,000	140,000		45,000
Baltimore	156,000	1,666,000	70,000	100,000	
Boston	1,008,000	350,000	14,000		
Buffalo	2,456,000	107,000	30,000	451,000	1,192,000
do afloat.	259,000		223,000		250,000
Chicago	20,932,000	3,431,000	850,000	293,000	21,000
do afloat.	138,000	3,221,000	257,000		
Cincinnati	8,000	6,000	25,000	27,000	101,000
Detroit	296,000	28,000	13,000		6,000
Duluth	9,914,000	73,000	803,000	164,000	149,000
do afloat.	512,000				
Indianapolis	95,000	20,000			
Kansas City	1,432,000	5,000	40,000	27,000	
Milwaukee	416,000	2,000		202,000	47,000
do afloat.	176,000		120,000		
Minneapolis	20,144,000	132,000	524,000	121,000	227,000
Montreal	427,000	7,000	192,000	3,000	47,000
New York	4,592,000	651,000	1,812,000	22,000	142,000
do afloat.	532,000	75,000	226,000		178,000
Oswego	6,000	24,000			110,000
Peoria	11,000	335,000	252,000	3,000	
Philadelphia	441,000	714,000	101,000		
St. Louis	1,328,000	545,000	644,000	8,000	6,000
do afloat.					
Toledo	759,000	527,000	134,000	126,000	
do afloat.					
Toronto	31,000		73,000		41,000
On Canals.		8,000	12,000		
On Lakes.					
On Miss. River	32,000	187,000	16,000		
Total	66,119,000	12,174,000	6,541,000	1,554,000	2,562,000
Corresponding date 1895.	82,322,000	12,883,000	7,136,000	364,000	1,738,000

* Including grain in National Elevator, which is not regular under the rules of the Chicago Board of Trade.

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending Dec. 31.		Twelve months ending Dec. 31.	
	1895.	1894.	1895.	1894.
United Kingdom	5,894,761	1,557,480	34,710,750	19,323,213
Germany	1,498,210	150,865	7,825,097	7,166,996
France	588,564	18,500	2,425,853	1,580,487
Other Europe	2,083,992	504,002	10,352,258	7,749,601
British North America.	202,713	114,227	4,972,625	3,781,338
Mexico	95,117	589	495,579	227,125
Central American States and British Honduras.	2,971	15,745	96,847	346,090
Cuba	7,205		185,789	832,496
Puerto Rico.			100	15,590
Santo Domingo.			150	4,587
Other West Indies and Bermuda.	61,065	55,960	647,034	642,977
South America.	7,665	3,220	101,073	116,204
Asia and Oceania.	6,428	1,490	20,653	11,674
Other countries.	82,597	3,176	121,237	8,333
Total bushels.	10,747,318	2,425,404	61,956,638	41,806,711

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States to be as follows:

Countries.	Month ending Dec. 31.		Twelve months ending Dec. 31.	
	1895.	1894.	1895.	1894.
United Kingdom	4,560,473	5,981,920	49,785,056	48,246,077
Germany	118,680	27,900	1,025,795	2,507,146
France	16,728	109,000	912,633	2,973,881
Other Europe	808,427	887,790	10,496,070	14,579,747
British North America.	26,073	16,227	3,754,732	4,070,976
Mexico			2,033	7,677
Central American States and British Honduras.	1,133	5,065	63,216	76,866
West Indies and Bermuda.	843	2,124	13,102	10,286
Brazil.			31	90
Other South America.	580		5,214	2,934
Asia and Oceania.	179,076	7,517	242,023	29,038
Africa.	217,926	8,818	504,057	18,619
Other countries.			23	52
Total bushels.	5,929,937	7,048,094	66,804,686	72,523,389

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending February 8, as compared with same weeks last year, have been as follows:

Articles.	For week ending Feb. 8.		For week ending Feb. 1.	
	1896.	1895.	1896.	1895.
Wheat, bushels.....	1,251,000	778,000	807,000	730,000
Corn, bushels.....	3,006,000	561,000	2,899,000	711,000
Oats, bushels.....	117,000	7,000	10,000	5,000
Rye, bushels.....	6,000	10,000		
Flour, barrels.....	296,000	188,000	296,000	237,000

ELEVATOR

GRAIN NEWS

Piercy Cooper is buying grain at Findlay, Ill.

H. Roberts is buying grain at Metamora, Ill.

A new elevator may be erected at Weedman, Ill.

L. Seebach will build a flax mill at Fullarton, Ont.

Edwin Beggs is building an elevator at Ashland, Ill.

W. W. Cargill & Bro. have closed their elevator at Roswell, S. D.

It is reported that farmers will build an elevator at Rensen, Iowa.

The Garfield Storage & Elevator Co. of Garfield, Wash., has sold out.

R. H. Stone, dealer in grain, etc., at Trumansburg, N. Y., assigned recently.

R. L. Bostick say a 1,000,000-bushel elevator is needed at Wichita, Kan.

F. K. Studley has sold out his grain and lumber business at Monticello, Wis.

Bill Bros. have succeeded J. & G. Melborn, grain dealers of Blue Mound, Ill.

Dart & Bonner, grain dealers of Pierport, S. D., have dissolved partnership.

Smith & Fryer have purchased M. R. Armington's grain business at San Jose, Ill.

Kapper & Unger have engaged in the grain and lumber business at St. Louis, Mo.

Robert T. Powell has succeeded Moore, Melvin & Co., grain dealers of Rushville, Ind.

I. Cortelyou has succeeded Cortelyou Bros. & Co., grain dealers of Perth Amboy, N. J.

Farmers are organizing a company to erect and operate an elevator at Hewitt, Minn.

It is reported that Murray Bros. will build an elevator at Holder, Ill., in the spring.

Snick & Wall have sold their grain and feed business at Jermy, Pa., to W. B. Snick.

It is reported that over 100,000 bushels of 15-cent corn has been cribbed at Early, Iowa.

The Terminal Elevator at Buffalo, N. Y., is undergoing considerable repairs this winter.

H. C. Hollenbeck is buying grain at a new elevator that has been erected at Wesley, Iowa.

S. F. Kesi & Co. have succeeded to S. F. Kesi, dealer in grain and hay at Nampa, Idaho.

The Corbin Grain Co. has been organized at Kansas City, Mo., by F. M. Corbin and others.

John Hunt of Glenola, Kan., whose elevator burned recently, will rebuild at that place.

John F. Taylor has purchased the grain business of Ira C. Hotchkiss at Watertown, Conn.

Crall & Sons have succeeded to Nelson Bros., dealers in grain, coal, etc., at Burchinal, Iowa.

It is reported that the citizens of Halstead, N. Y., want an elevator and mill erected at that place.

D. R. Bird of Paolet, S. C., has organized a company to erect a cotton seed oil mill at Gaffney, S. C.

It is reported that a new grain firm may be organized at Dumont, Iowa, and an elevator erected.

J. W. Macey has bought out Green & Co., dealers in grain, etc., at Dayton, Ohio.

Welch & Rosencrans have completed their new elevator at Farmer City, Ill.

A grain dealer at Kappa, Ill., shipped from that station over 70 cars of grain during January.

F. G. Burnham has succeeded F. N. Potter & Co., dealers in grain and flour at Holyoke, Mass.

George Boner of Sims, Ind., is putting in the B. S. Constant Elevator and Sheller and Ear Corn Feeders.

Cronenberg & King, grain dealers of Toledo, Ohio, have dissolved partnership, Mr. Cronenberg retiring.

James Perry & Co., dealers in broomcorn and coal at Humboldt, Kan., have dissolved partnership.

Farmers in the vicinity of Dodge Center, Minn., contemplate the erection of an elevator at that place.

Christie & Co., grain brokers of Sioux City, Iowa, have failed and a warrant has been issued for the arrest of William Christie on the charge of accepting money for margins on the markets and holding

it instead of making the desired trades. Liabilities are in the neighborhood of \$10,000 and assets uncertain.

William Hart is agent for Armour & Co. of Chicago, and is buying and cribbing corn at Panora, Iowa.

Hargraves Bros. will soon begin the erection of an elevator at Ashkum, Ill., of 25,000 bushels' capacity.

It is reported that the grain dealers of Minier, Ill., shipped 41 carloads of grain in one day recently.

Jacob Hieb of Marion, S. D., intends to build or buy an elevator next spring and engage in the grain business.

O. L. Gray of Chebanse, Ill., has purchased the McGill elevator at Watseka, where he will engage in business.

Daniel F. Eichos, Robert R. and W. H. Marrin have purchased H. C. Bolton's elevator at Pleasant Plains, Ill.

M. D. Stanley is building an elevator at New Britain, Conn., which will be operated in connection with his mill.

O'Harra Bros. are about to erect an elevator at Carlock, Ill., where they have been buying grain for some time.

Daniel Kesler & Sons, grain dealers of Cowden, Ill., assigned recently, with liabilities at \$5,000, and assets \$18,000.

Bond & McKee have succeeded Elder & Bond in the grain and hay business at Denver, Colo., Mr. Elder retiring.

C. O. Ginrich, Chehalis, Wash., has engaged in the grain, hay and feed business, occupying a large new warehouse.

The Grand Trunk elevator at Midland, Ont., was closed for a short time recently for repairs, but has started up again.

T. A. Thornburg, the veteran grain dealer of Linden, Iowa, buys stock and at the same time operates a prosperous farm.

The J. L. Walker Grain & Grocery Co. of Atlanta, Ga., assigned recently with liabilities at \$20,000, nominal assets \$32,000.

Joseph Moffatt will establish a rice mill at Micanopy, Fla., and will put in machinery for cleaning and polishing rice.

Bennett & Price have purchased Wheeler & Keeney's elevator at Grant Park, Ill., and will engage in the grain business.

The farmers in the neighborhood of Byron, Minn., are contemplating the formation of a company for the erection of an elevator.

Geo. A. Parker, grain commission merchant of St. Paul, Minn., assigned recently with liabilities of about \$8,000 and assets \$5,000.

H. S. Goodman, grain dealer of Bondmanville, Ill., is erecting an implement warehouse and expects to deal in farm implements, etc.

The Northwestern Elevator Co. has put in a coal yard at Willow Lake, S. D., and will handle coal in connection with its grain business.

E. D. Moore and E. C. Ransdell have formed a partnership and embarked in the grain, hay and feed business at Lawrenceburg, Ind.

In its annual report the Eastern Elevator Co. of St. Louis, Mo., gave its capital stock as \$1,000,000, debts \$250,000 and assets \$1,000,000.

Jas. B. Kaler of Columbia City, Ind., has placed one of the B. S. Constant Co.'s Little Chief Grain Cleaners in his elevator at that place.

During fifteen days recently the three grain merchants of Emden, Ill., handled and shipped 83,800 bushels of grain at 21 cents per bushel.

Schmidt & Zimmerman, grain dealers of Milwaukee, Wis., have dissolved partnership, Alex. Schmidt & Co. continuing the business.

The Savanna Elevator Co. of Savanna, Ill., is having its elevator overhauled and enlarged so that it will be possible to handle more grain.

The Barnard & Leas Mfg. Co. of Moline, Ill., recently sold to Dunkleberger & Morse of Nevada, Iowa, one No. 2 Cornwall Corn Cleaner.

The Frontier Elevator Co. of Buffalo, N. Y., has made its annual report showing a capital stock of \$400,000, debts \$30,000, assets \$477,376.67.

The Farmers' Elevator Co. of Wellington, Ill., held its regular annual meeting recently, and elected the following directors: Joseph Pruitt, W. W. Adsit and J. M. Sibbitt. S. C. Burnison was elected president of the company, with J. M. Sibbitt vice-presi-

dent and D. H. Chapman secretary and treasurer. Charles E. Wilson is retained as manager.

Agar Bros. & Co. of Princeton, Ind., have erected corn warehouses at Lyles and Becks, Ind., and are carrying on a good business at those points.

H. C. Techmer, grain and feed dealer of La Crosse, Wis., assigned recently. The liabilities are unknown, but the assets are stated at \$13,000.

It is estimated that there have been 200,000 bushels of corn marketed in Attica, Kan., and 125,000 bushels taken by stockmen since November 1.

E. B. Abbott, general merchant and grain dealer of Goff, Kan., has sold his general store to C. C. Abbott, but will continue in the grain business.

Leipprandt Bros. are operating a feed mill in connection with their elevator at Bay Port, Mich., and they are reported to be doing a good business.

G. A. Folmer & Co. have started a new cotton seed oil mill at Mobile, Ala., which will consume about 20 tons of seed and make 400 gallons of oil per day.

The New Orleans Cotton Seed Oil Mfg. Co. has been incorporated at New Orleans, La., with a capital stock of \$30,000 to operate a cotton seed oil mill.

Frank A. Jenkins has bought an interest in the grain and coal business of E. S. Tuttle at Norwalk, Ohio, the new firm starting in business February 17.

Jackson Bros., dealers in grain, coal and lumber at Union, Iowa, write us that they have succeeded H. H. Barnes, who formerly carried on that business.

It is reported that the Bush Co. will erect a mammoth grain elevator in South Brooklyn, N. Y., which will have a capacity of 2,000,000 bushels of grain.

The Watrous Engine Works Co., Ltd., of Winnipeg, Man., has bought of the Barnard & Leas Mfg. Co. two No. 37 Barnard's Special Grain Separators.

Randolph Bros. of Chicago are building cribs at Pittwood, Ill., and intend to engage in the grain business at that point, erecting an elevator in the spring.

A. N. Nixon, a farmer and flax grower near Fisher, N. D., says that a flax tow mill in that section is badly needed, and would be a profitable undertaking.

Farmers in the vicinity of Manito, Ill., are trying to form a stock company for the purpose of erecting an elevator and going into the grain business at that point.

Carlisle & Blue, grain merchants of Downs, Ill., are reported to be cribbing a large amount of corn, besides shipping two or three cars of shelled corn each week.

American Cereal Co. of Cedar Rapids, Iowa, recently bought of the Barnard & Leas Mfg. Co. one No. 3 Cornwall Corn Cleaner and one No. 3 Victor Corn Sheller.

The Farmers' Elevator Co. of Goodwine, Ill., held its annual meeting recently and instead of being able to pay a dividend found itself a loser to the amount of \$1,700.

O. L. Brining & Co., grain dealers of Heyworth, Ill., have dissolved partnership. Lyman Brining has purchased his partner's interest and will continue the business.

The Sterling Broom & Brush Co. has been organized at Sterling, Kan., with a capital stock of \$50,000 and has commenced the manufacture of brooms and brushes.

Herbert R. Horton, dealer in grain, hay and cement at Providence, R. I., assigned recently. Liabilities amount to \$70,000, assets about one-quarter that amount.

Jas. A. Beernink & Co., grain merchants of Waupun, Wis., have dissolved partnership. Geo. W. Stanton will continue the business and operate the Stanton Elevator.

The Seattle elevator received 2,504 tons of wheat and 90 tons of oats during January, and shipped foreign 2,752 tons and coastwise 220 tons of wheat, and 980 tons of flour.

The Sullivan Grain Co. which operates an elevator at Sullivan, Ill., has secured control of the elevator at Allenville, which it will operate under the management of J. R. Martin.

The Barnard & Leas Mfg. Co. recently sold to Arthur May & Co. of Queenstown, Cape Colony, Africa, one Barnard's Victor Double Brush Machine and one complete elevator.

The new Burlington Elevator in St. Louis, Mo., has been practically completed and is now in operation. It has a capacity of 1,500,000 bushels. The main structure contains 230 bins and 16 legs, and a wing not yet completed will have 16 bins and two

legs. In this house is what is claimed to be the largest amount of belting used in any elevator, the contract calling for 10,000 feet of rubber belting. A full system of switch tracks has been put in.

The Waupaca Starch & Potato Co. of Waupaca, Wis., made 1,200,000 pounds of starch last season, double the output of the previous season. It used 200,000 bushels of potatoes.

J. A. Resler writes us that he is erecting a mill and elevator at Caledonia, Ohio. Mr. Resler was formerly engaged in the grain, hay, coal and implement business at Owaneco, Ill.

C. E. Flora of Bloomington, Ill., is remodeling A. J. Yost & Co.'s elevator at Fowler, Ind., and putting in the B. S. Constant Ear Corn Elevator, Grain Feeders and Elevator Cleaners.

Sharick & Plie, grain dealers at Ashland, Ohio, have dissolved partnership. J. F. Plie having bought the interest of J. W. Sharick, he will continue the operation of the elevator.

It is said that Geo. W. Corkings, the elevator man of Woonsocket, S. D., who absconded some time ago, is in Europe. It is said that detectives have been put on his tracks by the losers in his deals.

The P. P. Williams Grain Co. has been incorporated at St. Louis, Mo., with a capital stock of \$10,000. The shareholders are P. P. Williams, B. H. Lang, W. H. Fitzhugh and Perry Werner.

Hotchkiss & Son, grain dealers of Milwaukee, Wis., have discontinued their business. Eugene Hotchkiss has entered the firm of Paine Bros. & Co., whom he will represent at Buffalo, N. Y.

J. H. Rankin, agent at Deland, Ill., for R. A. Mueller & Co., grain dealers of Champaign, Ill., writes us that his company contemplates the erection of an elevator at Deland, Ill., in the spring.

The Bishopp Hominy Co. of Sheldon, Ill., is remodeling the elevator run in connection with the mill, and among other improvements is putting in the B. S. Constant Sheller and Elevator Ear Corn Feeders.

Charles Richards and Herbert Owens of Kennett Square, Pa., have joined partnership and will erect a grain and feed warehouse at Fairville, where they will also engage in the coal and lumber business.

John Collins, grain dealer of Robinson, Ill., assigned recently for the benefit of creditors. Liabilities \$10,000, assets \$14,000. Mr. Collins has been in the grain business at that point for the past ten years.

James McConnell has been promised a bonus of \$350 to buy flax-mill machinery and will erect a scutching mill at New Whatcom, Wash., and will begin the construction of the mill before next March.

Jones & Fanta, who have elevators at Chrisman, Cherry Point, Mortimer and Horace, Ill., have bought and shipped over 500,000 bushels of corn this season, besides carrying on their regular grain business.

B. F. Kerr and H. G. Morgan & Co., grain and hay dealers of Pittsburg, Pa., have consolidated in one firm to carry on the same business. The members of both firms have had long experience in the business.

Charles Price, a confidential clerk in the employ of Rundell Bros., grain commission merchants of Toledo, Ohio, is a fugitive from justice, being charged with peculating from his firm to the extent of \$2,000.

Isaac French, W. F. White and B. F. Whittredge have each built corn cribs at Emporia, Kan., which they are filling with cheap corn. The Co-operative Association will build a crib and store corn at the same place.

John Strong of Rockwood, Mich., has bought D. D. Van Nocker's elevators at Dundee and Rea, Mich., and is buying grain at those points. Mr. Van Nocker owns and operates elevators at Britton and Cone, Mich.

Solomon & Hunt, grain dealers of Bushnell, Ill., have dissolved partnership, and H. S. Buntin has leased the elevator formerly operated by them. Mr. Hunt will continue in the grain commission business at Bushnell.

John Peer has purchased the interest of W. M. Taylor in the grain business at Daud, Ind., and has formed a partnership with S. Taylor, the firm name being Taylor & Peer. They are operating an elevator at that point.

It is reported that the Canadian Pacific Railway Company will build at Fort William, the coming summer, another mammoth elevator of as large capacity as those already there. A mammoth flour shed, 500 by 75 feet, will also be erected. This statement is probably true, as the elevator is needed, the wheat production of Manitoba having exceeded the present elevator capacity at the Lake Superior

ports. It is not likely a start will be made on the elevator until it is seen how the next crop is likely to turn out.

George Rethinger, grain dealer and general merchant of Bowling Green, Ohio, failed recently. It is said that he borrowed money of farmers to speculate and lost it. His liabilities will exceed the assets about \$7,000.

H. D. Gee, formerly in charge of W. O. Dodge & Co.'s commission business at Duluth, Minn., has formed a company under the name of H. D. Gee & Co., and has engaged in the grain commission business at that place.

Abraham Bailey, formerly grain commission merchant of Duluth, Minn., and who disappeared June 7, 1893, after being squeezed in wheat, is reported by detectives to be in Argentine. It has been believed that he committed suicide.

The Farmers' M. B. A. Elevator Co. of Edwardsville, Ill., held an annual meeting recently and elected Louis Schmitt and George Hoffman directors. Manager McMichael's report of the year's business was heard and approved.

The grain buyer of Madelia, Minn., disappeared recently, and it is alleged that he shipped out stored grain to the amount of 10,000 bushels, owing creditors over \$5,000. The company he bought grain for had not placed him under bond, and the loss falls on it.

The Townsend-Miller Co. has been incorporated at Dallas, Texas, with a capital stock of \$10,000, for the purpose of buying farm products and selling implements. The incorporators are: W. T. Miller, R. H. Townsend, S. H. Mack, S. N. Miller and L. Young.

The elevators at Fort William, Ont., had not sufficient storage capacity to accommodate the wheat this season, and arrangements had to be made for shipping out 1,000,000 bushels. The storage capacity of the elevators at that place may be increased for next season.

J. A. Thomas, representing the General Fire Extinguisher Co., has secured the contract to equip the new Burlington Elevator at St. Louis, Mo., with the Grinnell dry pipe system of automatic fire extinguishers. Three thousand sprinkler heads will be used in the equipment of the plant.

Bernard Heile, grain and feed dealer of Cincinnati, Ohio, where he has been in the business for some time, assigned recently to W. H. Luders, which he was compelled to do on account of slow collections. The liabilities are \$20,000, the assets only \$5,000, and preferences \$9,500.

Dewey Bros., grain and hay dealers of Blanchester, Ohio, have contracted with the Barnard & Leas Mfg. Co., through its agent, J. H. Williams, for a 40,000-bushel corn and wheat elevator. Among the machinery will be a Victor Corn Sheller, a Victor Cleaner, pulleys, shafting, etc.

The stockholders of the Philadelphia Grain Elevator Co. had their annual meeting January 28. The officers elected are: F. W. Taylor, president; J. S. Taylor, secretary and treasurer; directors: F. W. Taylor, F. J. Dreer, J. Y. Jeanes, Isaac W. Jeanes, J. S. Taylor, C. M. Taylor Jr.

C. Eisenmayer of Summerfield, Ill., and others, have organized the Texas City Mill & Elevator Co. and will erect and operate a mill and elevator at Texas City, Texas. The elevator will have storage capacity of 50,000 bushels, and it is expected to have the plant in operation by about June 1.

Julius W. Jockusch and Victor H. Davison have succeeded to A. Behrends, grain merchant of Galveston, Texas, and the new firm will carry on business under the name of the Behrends Grain Co. Mr. Behrends had been in the business continuously for 25 years and had built up a large trade.

J. M. Hublinger, Bros. & Co., manufacturers of elastic starch at Keokuk, Iowa, and New Haven, Conn., have organized with a capital of \$6,000,000. John C. Hublinger of Keokuk is president; Nicholas W. Hublinger of New Haven vice-president, and Joseph E. Hublinger of New Haven secretary and treasurer.

Griswold & Mackinnon, wholesale grain and flour dealers of St. Johnsbury, Vt., notify us that on account of the death of W. L. Pearl the company doing business under the firm name of Griswold, Pearl & Co. has been dissolved. The surviving partners, E. F. Griswold and R. Mackinnon, will continue the business.

The firm of Snider & Little, grain brokers of Xenia, Ohio, have dissolved partnership. Mr. C. H. Little has embarked in the grain brokerage business at Springfield, Ohio, with his father, Asa Little, former manager of the Xenia Grain Co., and they will represent the following well-known houses: Hancock & Co. of Philadelphia; Tate, Muller & Co. of Baltimore, and the E. B. White Grain Co. of St. Louis, Mo. C. H. Little brings into the new company experience and the energy of a young man, a

rare combination. He is only 26 years old, and has been in the grain business five years.

A. W. Gilman & Co. have succeeded to the grain and feed business of C. J. Babson & Co. at Foxcroft, Maine, G. J. Babson having sold his interest. Improvements will be made in the company's mill next spring and a new engine put in for power.

William Hedge of North Adams, Mass., has decided to rebuild the elevator at Williamstown Station, which was destroyed by fire a year ago. He will operate a mill in connection, which will have a capacity of grinding 1,000 bushels of corn a day. There will be a full equipment of automatic machinery operated by electricity.

The Globe Elevator Co. of Superior, Wis., has let the contract to the Huntley Mfg. Co. of Silver Creek, N. Y., for sixteen new Monitor Grain Cleaners which will be placed in elevators 1 and 3, and will displace cleaners which have been used for nine years. A. F. Shuyler of Minneapolis, Northwestern representative, secured the contract.

O. A. Cooper & Co. will erect a 40,000-bushel elevator at Humboldt, Neb., the contract for which has been let to the Great Western Mfg. Co. It will have a full equipment of machinery, including a sheller and cleaner with a capacity of 2,000 bushels per hour, a Eureka Separator of 1,500 bushels' capacity per hour, and power grain shovel.

C. E. Flora, one of the B. S. Constant Co.'s foremen, who recently completed the O. Barnard & Son's elevator at Fowler, Ind., writes that they handled and loaded 12,000 bushels of grain in one day with the Constant Dump, feeder and one stand of elevators. There were two more stands, which made the handling capacity 36,000 bushels per day.

The elevator for which the Commercial Club of Mobile, Ala., has been working for over a year is now assured, all preliminary arrangements having been made and the contract let to the A. Maritzen Co. of Chicago, Ill., engineers and architects of malt houses, elevators, etc. The plans were designed under the supervision of E. Lee Heidenreich, the well-known elevator engineer of Chicago. The elevator proper will be 56 feet wide, 117 feet long, and 130 feet high; the engine and boiler house about 30 feet wide by 40 feet long. There will be a river conveyor 600 feet long to carry grain across the railroad track to the new Mobile and Ohio Railroad slip, capable of delivering 10,000 bushels of grain per hour. It will have a storage capacity of 250,000 bushels. The elevator will have all modern appurtenances and contrivances, and be provided with an electric light plant, fire escape, etc. Work has already been commenced, and the contract calls for its completion by April 30. The Heidenreich Construction Co. of Chicago will supervise the construction. The elevator was secured mainly through the efforts of Charles W. Stanton, a prominent grain merchant of Mobile, who is now acting as agent of the Mobile & Ohio R. R. It will cost \$60,000, and a bonus was secured of \$15,000.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics, rice aggregating 225,000 pounds, valued at \$8,438, was admitted free of duty under reciprocity treaty with the Hawaiian Islands during December, against 165,587 pounds, valued at \$6,556, imported during December preceding; and in 1895 3,791,500 pounds, valued at \$153,394, were imported, against 8,871,987 pounds, valued at \$364,931, imported in 1894.

Of rice imported free of duty none was exported in December, and none in December, 1894; and during 1895 100 pounds, valued at \$6, were exported, against 210 pounds, valued at \$9, exported in 1894.

Dutiable rice amounting to 2,991,430 pounds, valued at \$46,778, was imported, against 12,118,531 pounds, valued at \$222,023, imported in December, 1894; and in 1895 112,959,082 pounds, valued at \$1,664,573, were imported, against 111,692,314 pounds, valued at \$1,786,214, imported in 1894.

Of dutiable rice we exported 1,389,292 pounds, valued at \$19,648, in December, against 635,896 pounds, valued at \$10,626, exported in December, 1894; and in 1895 13,609,056 pounds, valued at \$209,362, were exported, against 10,704,836 pounds, valued at \$176,359, exported in 1894.

Rice flour, rice meal and broken rice amounting to 4,161,935 pounds, valued at \$53,563, were exported in December, against 4,278,255 pounds, valued at \$59,833, imported in December, 1894; and in 1895 84,356,365 pounds, valued at \$1,137,362, were imported, against 63,485,931 pounds, valued at \$915,759, imported in 1894.

We exported no rice flour, rice meal or broken rice during last December or in December, 1894; and none was exported in 1895, while 987 pounds, valued at \$14, were exported in 1894.

Thieves entered J. H. Kelly's elevator, flour and feed store at Lewiston, N. Y., recently and carried off several sacks of flour. They entered through an office window.

Items from Abroad

Some of the British papers are advocating a bounty on wheat grown in the United Kingdom.

The Australasian estimates the wheat crop of Victoria as 7,675,000 bushels, from which there will be a surplus of 1,070,500 bushels.

With the probable absence of Australian wheat, a continued demand from South Africa and the usual surplus of India not forthcoming, the prospects are bright for Pacific Coast exporters.

The exports of rye from Russia from Aug. 1, 1895, to Jan. 25, 1896, were 2,284,000 quarters (of 480 pounds each), against 2,923,000 quarters during the same time in 1894-95.

The United States minister to Nicaragua reports a shortage in the bean, corn and other crops of that country, on account of drouth. The import duties on these articles have been suspended.

The United States Minister to Argentine reports that the condition of the wheat crop at the end of January was unfavorable, owing to excessive rains, and estimates the exportable surplus at 30,000,000 bushels.

Imports of wheat into France during December were 149,000 quarters (of 480 pounds each); imports of flour were 47,000 sacks. There was no wheat exported in December, and during that month 10,000 sacks of flour were exported.

In the five months ending December France imported from Tunis 167,000 quarters (of 480 pounds each) of wheat, and 82,000 quarters (of 400 pounds each) of barley. The total quantities authorized to be imported free of duty in the current cereal year are 370,000 quarters wheat and 350,000 quarters barley.

Argentine exports of wheat to Europe were, in 1895, 4,666,000 quarters (of 480 pounds each); in 1894, 6,881,000 quarters; in 1893, 3,932,000 quarters. Exports of corn from Argentine from January 9 to 23 were 179,000 quarters (of 480 pounds each); the total exports of corn in 1895 were 3,659,500 quarters.

According to London Cutom House statistics imports of grain and flour into the United Kingdom in 1895 were as follows: England and Wales, 140,217,802 hundredweight, or 512 pounds per capita; Scotland, 17,123,560 hundredweight, or 461 pounds per capita; Ireland, 15,868,500 hundredweight, or 386 pounds per capita.

Imports into Norway from Aug. 1 to Oct. 31, 1895, compared with those of the same time in preceding season, included: Rye 236,000 quarters (of 480 pounds each) in 1895, 164,000 quarters in 1894; barley 96,500 quarters (of 400 pounds each) in 1895, 148,000 quarters in 1894. Exports during the same time included, oats 480 quarters (of 304 pounds each) in 1895, 440 quarters in 1894.

Exports from Russia from Aug. 1, 1895, to Jan. 18, 1896, compared with those of the same time in preceding season, included the following: In quarters (of 480 pounds), wheat 7,079,300 in 1895, 7,298,000 in 1894; rye, 2,302,900 in 1895, 2,601,000 in 1894; corn 384,950 in 1895, 223,500 in 1894. In quarters (of 400 pounds), barley 4,133,400 in 1895, 5,583,800 in 1894. In quarters of 304 pounds, oats 3,491,200 in 1895, 3,181,500 in 1894.

At the last meeting of the Superior Council of Agriculture of France, the customs laws relating to the temporary admission of wheat were discussed. According to these laws millers can import free of duty wheat that is to be exported again as flour. The Marche Francaise newspaper advocates the adoption of laws granting permission to clear permits at any custom house, say flour exported at Dieppe against wheat imported at Marseilles.

The British Board of Agriculture has issued its annual returns of the yield of the British wheat. The total crop of Great Britain is 37,176,000 bushels, or 4,640,000 quarters against 7,400,000 quarters (of 480 pounds each) in 1894. If 200,000 quarters be added for the probable Irish yield, the total crop of the United Kingdom would work out at 4,840,000 quarters, of which, probably, only about 3 to 3½ million quarters will be available for flour making. The net requirements of the season will not be less than 29¼ million quarters, leaving the requirements of foreign at about 26 million quarters.

A Rosario correspondent of the Review of the River Plate says of the crops of that section of Argentine at the end of 1895: The almost brilliant promise of the wheat crop has been changed to a prospect of disaster by a most heartbreaking spell of bad weather. The damage done already is large, and each fresh downpour serves to put another nail in the coffin of the harvest. Quality and quantity will alike be affected, and it only remains now to humbly pray that the quality will not be worse than last season's, and my estimate of an export of 1,500,000 tons must now be looked upon as well-

nigh impossible, the likely total being something about 1,250,000 tons.

According to the first general government estimate of the Indian wheat crop of the season 1895-96, dated December 31, the area sown in the Panjab is 17.7 per cent. less than the area finally returned last year. In the Northwestern Provinces germination suffered in most districts from want of sufficient moisture. The total area is 25 per cent. less than last year. In the Central Provinces there is a considerable decline in the area under wheat, and the outlook generally is unsatisfactory. In Berar insufficient rain caused a decrease in the area sown, which is 14 per cent. below last year. For the Bombay Presidency the area under wheat in Gujarat, the Deccan and the Karnatak to be respectively 27, 30, and 21 per cent., and in Sind 34 per cent. below the average.

PRESS COMMENT

CAR SERVICE RULES.

Car service rules have been a gross imposition on the trade throughout the country for years, and the wonder is that those directly interested, both shippers and receivers of not alone grain and hay, but the handlers of coal, lumber and other commodities have stood it without making a combined effort to throttle the monster. Clearly it is impossible for the individual to help himself in the matter, and an organization, whether it be local or national, is better fitted to cope with the matter than would be the individual or firm, because of the fact that "in union there is strength."—Hay Trade Journal.

GOVERNMENT CROP REPORTS.

An importance is attached to the government reports of crop conditions that is far beyond its merits. The whole country is well informed on the weather and crop prospect daily and the monthly reports from Washington have little merit excepting their official character. Like all other crop estimates they are an approximation only, and the government's is among the most unsatisfactory. The whole thing of government estimate of crop percentages of condition is mischievous and entirely misleading. It is behind in time all other estimates, and only reaches even a reasonable guess then, far less accurate than that formulated by private enterprise.—Minneapolis Market Record.

CORN A GOOD PURCHASE.

Whether or not it pays the farmer who is able to do so to hold his corn rather than sell it at these low prices, or whether or not it is to be profitable to the so-called speculator with a dying grip on a sure thing, is not necessarily a matter to be determined by the size of next year's corn crop. There are more years to follow than one. Besides, a better price than is offered for this corn can be realized from it at any time by feeding it. We defy any man to point out in the history of corn growing a time when it would have been unprofitable for corn growers in this country to hold their corn when it was selling at present prices. The history of the property of the past in this matter is the history of the future. More particularly to Nebraska, Kansas, Iowa and Missouri corn growers it should be iterated and reiterated that it is the part of wisdom to hold back what portion of their corn crop they can at the present time, and to keep it out of the hands of "king bee speculators." The term "speculator" is a misnomer. There is no chance in the matter, it is simply a sure thing.—Nebraska Farmer.

DISCRIMINATION DUE TRANSIT PRIVILEGE.

No shipment is entitled to a rate as such, beyond any point at which it is put upon the market for sale; nor is any railroad entitled to control the routing of grain beyond the point at which it delivers the grain into an elevator, or otherwise permits it to pass out of its control. That is to say, a common carrier ought not to be allowed to name a through rate from some point, say in Kansas to Chicago, permit the grain to go on the markets at Kansas City and be sold, and afterward forward it to Chicago, on any different terms than it would do had the shipment been originally billed from the same point in Kansas to Kansas City, and afterward reshipped from that point to Chicago by another party. The practice amounts on the one hand to the practical destruction of the local grain trade at Kansas City, and on the other to a discrimination against roads not possessed of lines extending west of Kansas City.—Railway Review.

The stockholders of the Interstate Grain Palace Association met recently at Aberdeen, S. D., and elected eleven directors, who will meet and arrange for the next grain palace. George Schlosser has been elected secretary.

Fires - Casualties

An elevator at Paton, Iowa, burned January 29. It contained 50,000 bushels of oats.

The Crescent City Rice Mill at New Orleans, La., was burned January 18. Loss about \$75,000; insured.

Rochus Sanders, who was recently buying grain at Eureka, S. D., was killed by a farmer February 5, during a quarrel.

W. Henry Graddy, a prominent and wealthy grain merchant, was killed at a railroad crossing at Clifton, Ky., February 7.

The seed house of the National Cotton Seed Oil Company at Denison, Texas, was destroyed by fire recently at a loss of \$10,000.

J. R. Collins' grain warehouse at Juliaetta, Idaho, and 50,000 bushels of wheat, was recently destroyed by fire. Loss \$30,000; partially insured.

Peavey & Co.'s elevator at Grogan, Minn., was destroyed by fire January 19, together with 10,000 bushels of grain and a quantity of coal.

John Hunt's elevator at Grenola, Kan., was burned January 24. It contained considerable flax and oats. Loss \$1,000; insurance \$500. The origin of the fire is unknown.

G. W. Cooper & Co.'s elevator at Marshall, Mo., containing 15,000 bushels of wheat, was destroyed by fire January 18, as was also Banks & Sweeney's granary containing 5,000 bushels of grain. Loss \$20,000; insured.

The body of H. C. Potter, a wealthy grain merchant at Tacoma, Wash., was washed up on the beach at San Francisco, February 9. It was thought he committed suicide, but wounds on the body pointed to murder.

J. Q. McPherson's elevator and hay and feed barns near Oakland, Iowa, were destroyed by fire January 21. Considerable hay and feed and 30,000 bushels of grain were destroyed. The fire is attributed to an incendiary. Loss \$15,000; insured.

Dr. T. S. Hunt's elevator at Patterson, Kan., which contained 3,800 bushels of corn belonging to Joseph Collins, was recently destroyed by fire. Loss on building, \$2,000; insurance \$1,400. No insurance on the grain. It is supposed the fire was of incendiary origin.

The Bay Port Mercantile Co.'s elevator at Bay Port, Mich., was destroyed by fire January 22. Two days previously all the grain had been removed from the building. The fire started from an explosion which occurred when gasoline was being transferred from a barrel to a tank. Loss \$3,000.

One end of Wilson's storehouse near his mill at Elora, Ont., collapsed January 23, under the weight of 80,000 bushels of oats, 20,000 bushels of which ran out and into the river. The loss is estimated at \$1,000 at \$2,000; no insurance. It is always economical to have a warehouse or elevator erected by builders who make it their business to erect such structures scientifically.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

MICHIGAN, New Lathrop, Shiawassee Co., Feb. 8.—The wheat crop around here looks fine. IRVING E. FRENCH

OHIO, Sonora, Muskingum Co., Feb. 10.—Wheat is all right in this county. The acreage will be double that of last year. Z. J. LATHROP.

NEBRASKA, York, York Co., Feb. 8.—The winter wheat looks fine so far. A good many farmers will plant spring wheat. GENE D. WRIGHT.

KANSAS, Washington, Washington Co., Feb. 10.—The fall wheat looks well in this county. From present prospects we will have a good crop. T. H. PARRISH.

OHIO, Defiance, Defiance Co., Jan. 29.—Grain is moving slowly in this section. Prospects for the crop are good as long as we do not have too much thawing and freezing weather. J. D. SPANGLER.

TEXAS, Quanah, Hardeman Co., Feb. 8.—Have had a remarkably mild winter thus far, but owing to the very dry weather of last year, extending into October, our farmers were delayed in wheat sowing until November, since which time we have had an abundance of moisture. The plant at this time has a healthy, vigorous appearance, being well rooted. Barring unseen disaster, we hope for a good crop. M. W. DEAVENPORT.

WATERWAYS

If very little ice floating is an indication, then the season of lake navigation will open early this year.

The steamer *Kittie M. Forbes* had just taken on a load of corn at Chicago recently, when she sprung a leak. About 1,200 bushels of corn was wet and the cargo had to be taken out.

A committee of Chicago elevator and vessel men have gone to Washington to try to secure a favorable appropriation from Congress for the improvement and protection of the Calumet Harbor at South Chicago.

The annual report of the Illinois and Michigan Canal shows a decrease of \$6,000 in tolls and lockage as compared with 1894. The total receipts during 1895 amounted to \$86,068, disbursements \$75,848, leaving a net gain for the year of \$10,120.

A bill has been introduced in Congress which provides for a preliminary appropriation of \$200,000 for the purpose of making surveys for the opening of a navigable channel 21 feet deep and 100 feet wide from the north branch of the Chicago River to Lake Michigan.

Appropriations proposed for Ontario harbor improvements include the following: Kaministiquia River, Port Arthur, \$10,000; Kingston Harbor, \$5,000; Lakes Simcoe and Couchiching (regulation of waters) \$5,500; Owen Sound, harbor dredging, etc., \$20,000; Toronto harbor, works at eastern entrance, etc., \$50,000.

C. R. Barnes, the expert electrician who was appointed to investigate the test of the electric towing system on the Erie Canal, says that the electric towing system appears to present so many meritorious features that he has no hesitation in endorsing it as the system deserving preference over any other hitherto experimented upon.

Reports have been circulated to the effect that during the work of improving the Erie Canal this year regular traffic would be seriously interfered with, but it has been authoritatively stated that it is not expected the work will interfere with navigation, and that if it is liable to do so, interested parties will receive early notification.

A resolution has been adopted by the Indiana State Legislature calling on Congress to authorize a commission to investigate the feasibility of a ship canal from Lake Michigan to the Wabash River. It is believed that a canal of 75 miles, with the Kankakee River as a feeder, would provide 15 feet of water for the Wabash River the year around.

A committee of Baltimore business men has gone to Washington to urge upon the Congressional River and Harbor Committee the necessity of widening the channel at that port from 600 feet, the present width, to 800 feet, and changing the present depth of 27 feet to 29 feet. Congress will be asked for an appropriation of \$2,500,000 for this purpose.

There seems to be a pretty general objection to the construction of a railroad bridge across the Detroit River. Commercial bodies of the Northwest have sent strong protests and petitions to Congress against the passage of the bill authorizing the construction of a pier bridge across the river. The conservative ones urge that it would impede navigation.

In 1880 the Erie Canal shipments were 71,000,000 bushels of grain. Last year there was only 14,000,000 bushels. Canal boatmen are at work trying to reduce the transfer charges at Buffalo, which are excessive and out of proportion to the rates given the railroads. There is something suspicious about the railroads reducing rates last fall just before the vote on the question of improving the canal.

The annual report of the New York canals for the year ending Sept. 30, 1895, and during the season ending December 5, gives the whole number of tons carried upon the canals during the season as 3,500,314 tons, of which 2,327,481 tons was in transit toward tidewater and 1,172,835 tons was moved westward. Of these amounts 1,762,663 tons was through freight and 1,797,651 tons was way freight. The amounts carried by the several canals were as follows: Erie Canal, 2,356,084; Champlain, 966,335; Oswego, 64,691; Black River, 64,154; Cayuga and Seneca, 49,050. Total, 3,500,314.

Whether or not it has been scientifically demonstrated that the depth of water in the lakes is decreasing, the fact remains that the increasing draft of vessels engaged in the carrying trade makes deeper water in many localities a necessity. The question to be determined is: Can deeper channels for purposes of navigation be best obtained by dredging, or by raising the lake levels by building dams? The Senate Committee on Interstate Commerce, upon information supplied by engineers, has reported that dams would be cheaper than dredging. As to which would be most beneficial, engineers are divided in opinion; all engineers know the effect of

dredging, but a theory is always attractive, even when it is proposed to dam up the great lakes.

The annual report of the Ontario Department of Trade and Commerce shows an increase in United States tonnage and decrease in Canadian as compared with 1893 and 1894, of vessels entering and clearing at Canadian ports. The total tonnage of vessels was 10,976,729 tons, against 11,280,536 in 1894. The tonnage of Canadian vessels is 2,054,024, Great Britain being 3,994,224 tons, and the United States 3,707,851 tons.

Attention is again drawing to the Manchester Ship Canal by the report of the United States consul at Manchester, in which it is stated that small, cross-channel boats only carry out full cargoes, and efforts of the company to attract the Indian and China trade have been attended by disappointment. Although last year merchandise was sent to the United States valued at \$14,156,414, not one package has been shipped direct to New York from Manchester since the canal opened.

Secretary Thurstone of the Buffalo Merchants' Exchange has upon request furnished the following statistics of grain received at Buffalo to the New York Senate: Receipts by lake, 1895, 118,077,930 bushels; 1880, 105,453,372; shipments by canal, 1895, 20,236,114; 1880, 71,699,265; shipments by rail, 1895, 94,287,770; 1880, 11,315,553; elevating and storing rate, 1880, one cent; from 1881 to present time, seven-eighths of a cent, including storage varying from five to ten days.

The opening of the season of canal schemes will suggest to many the fact that there is scarcely a lake or sea port in the country but could be improved to the great advantage of the shipping interests. Baltimore and Philadelphia are in crying need of improved harbors; the Chicago River has long been considered almost beyond redemption. With the completion of the 21-foot channel from Chicago to Buffalo next summer a good many of the lake ports will find themselves handicapped by inadequate harbor facilities, for there is the same necessity for both. We need improvement of lake harbors rather than new canals.

A bill recently introduced in the New York State Senate provides for the appropriation of \$170,000 to be expended in purchasing six floating grain transfer elevators, four to be located at New York, and two at Buffalo, each with a transferring capacity of 10,000 bushels per hour. The charges for transferring grain from lake vessels to boats at Buffalo shall be $\frac{1}{4}$ of a cent per bushel, and at New York from canal boats to ocean steamers, $\frac{1}{4}$ of a cent. The Superintendent of Public Works is ordered to have the elevators ready by May 1, 1896. The canal boatman would be delighted and quite contented to have a law passed to enforce observance of the present law regarding transfer charges at Buffalo.

A bill has been introduced in the House of Representatives at Washington constituting Andrew Carnegie, George A. Kelly, Charles W. Batchler, C. L. Magee and 26 other persons a corporation under the name of the Lake Erie and Ohio River Ship Canal Company, with power to construct and maintain a canal connecting Lake Erie and the Ohio River. The bill also confers authority on the company to establish various branch canals. The company is authorized also to issue first mortgage bonds to the amount of \$30,000,000 to carry on its work. Money talks, of course, but it is not at all likely that there will be any practical outcome of this movement—other than a disastrous one; but we think the company will be wise enough not to undertake it.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

T. W. Swift, Union Mills, Ind.
A. L. Watkins, Union Mills, Ind.
Prof. W. G. Johnson, Champaign, Ill.
C. G. Hammond of the Huntley Mfg. Co., Silver Creek, N. Y.
J. F. Traster, the Kansas City representative of the Case Mfg. Co., Columbus, Ohio.

We have received from C. A. Whyland & Co., bankers and brokers of Chicago, their "Vest-Pocket Market Manual" of information to investors and speculators for January, 1896. It is a very neat and useful little book, and is issued quarterly. A copy can be obtained on application.

The first cornstalk cellulose factory in the United States is being fitted up at Owensboro, Ky. The government has ordered the new product to be used for the cofferdams in battle ships. Five or six are shortly to be constructed. Cellulose takes the place of the cocoa product—it is lighter, cheaper, and has stood government tests better. Negotiations are pending to secure the adoption of its use by the English government.

Late Patents

Issued on January 7, 1896.

Bean Picker and Cleaner.—George F. Crippen, Ypsilanti, Mich. No. 552,748. Serial No. 545,848. Filed April 16, 1895.

Grain Cleaner.—Chas. J. Mober, Minneapolis, Minn. No. 552,769. Serial No. 529,114. Filed Nov. 17, 1894.

Grain Separating Machine.—Le Roy W. Stevens, Auburn, N. Y. No. 552,674. Serial No. 541,093. Filed March 9, 1895.

Issued on January 14, 1896.

Elevating Machinery.—Benj. S. Crocker, Chicago, Ill. No. 552,987. Serial No. 554,127. Filed June 26, 1895.

Issued on January 21, 1896.

Gas Engine.—Samuel W. Miller, Stockton, Cal., assignor to Kroyer, Mayes & Jackson, same place. No. 553,352. Serial No. 552,025. Filed June 7, 1895.

Paling Press.—Robt. E. Doty and Richard W. Doty, Vergennes, Ill. No. 553,396. Serial No. 546,417. Filed April 19, 1896.

Gas or Vapor Engine.—Wm. W. Grant, Brooklyn, N. Y. No. 553,460. Serial No. 529,880. Filed Nov. 24, 1894.

Gas Engine.—Wm. W. Grant, Brooklyn, N. Y. No. 553,488. Serial No. 523,815. Filed Sept. 22, 1894.

Issued on January 28, 1896.

Machine for Stripping and Cleaning Peanuts.—Thos. E. Hoffman, Orangeburg, S. C. No. 553,527. Serial No. 548,917. Filed May 11, 1895.

Paling Press.—Frank L. Robison, Albion, assignor of one-half to Alasco C. Robison, Canandaigua, N. Y. No. 553,599. Serial No. 486,827. Filed Sept. 29, 1893.

Machine for Hulling Peas or Beans.—Harry H. Brakeley, Bordentown, N. J. No. 553,774. Serial No. 556,389. Filed July 18, 1895.

Issued on February 4, 1896.

Paling Press.—Louis Block, New York, N. Y. No. 553,827. Serial No. 562,259. Filed Sept. 12, 1895.

Automatic Weighing Machine.—Chas. H. Phillips, Malden, and Wm. E. Nickerson, Cambridge, Mass. No. 554,029. Serial No. 458,521. Filed Jan. 16, 1893.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported in December, according to the last report of the Bureau of Statistics, was \$259,458, against a valuation of \$312,366 for December preceding; and during 1895 breadstuffs valued at \$2,886,736 were imported, against an amount valued at \$2,522,962 imported in 1894.

Barley aggregating 228,454 bushels was imported in December, against 370,447 bushels in the December preceding; and during 1895 1,235,098 bushels, valued at \$501,137, were imported, against 1,638,291 bushels, valued at \$670,495, imported during 1894.

Corn amounting to 494 bushels was imported in December, against 1,391 bushels in the December preceding; and during 1895 14,644 bushels, valued at \$6,465, were imported, against 5,384 bushels, valued at \$2,703, during 1894.

Oats amounting to 1,436 bushels were imported in December, against 30,622 bushels in the December preceding; and during 1895 154,097 bushels, valued at \$40,715, were imported, against 164,866 bushels, valued at \$44,907, during 1894.

Wheat aggregating 104,652 bushels was imported in December, against 4,189 bushels in the December preceding; and during 1895 1,929,139 bushels, valued at \$284,789, were imported, against 1,396,787 bushels, valued at \$818,862, in 1894.

No rye was imported in December, against 12,664 bushels in the December preceding; and during 1895 288 bushels, valued at \$497, were imported, against 453,492 bushels, valued at \$25,610, in 1894.

Of imported breadstuffs an amount valued at \$70,380 was exported in December, against \$4,691 in December preceding; and during 1895 imported breadstuffs valued at \$1,448,137 were exported, against 223,334 in 1894.

Imported barley aggregating 8,387 bushels was exported in December, against none in the December preceding; and during 1895 18,665 bushels, valued at \$8,026, were exported, against 19,305 bushels, valued at \$9,672, in 1894.

Of imported wheat, 105,308 bushels were exported, against 8,423 bushels, exported in December preceding; and during 1895 2,184,856 bushels, valued at \$1,431,665, were exported, against 325,522 bushels, valued at \$184,401, exported in 1894.

Wm. Staples was recently arrested on the charge of setting fire to an elevator at Peoria, Ill.



Send us the hay news of your district.

David Walsh is the Chicago Board of Trade inspector of hay.

N. Laramee & Co., hay dealers of Montreal, Quebec, assigned recently.

D. S. Shellabarger's hay barn at Decatur, Ill., was burned January 21, 250 tons of hay being destroyed.

Why do not Chicago hay men band themselves together for mutual protection? There would be a good deal for a local association to do.

Have you a correct systematic method of weighing? That is not only a matter of importance in the hay business, it is a necessity to both shipper and receiver.

An Iowa paper is urging farmers to shred and bale corn stalks and try to secure a permanent market for such fodder. It is argued that it is as good as hay for some purposes.

All kinds of strange things can be seen in water, but it took a hay shipper to see a good increase of profit in it when he soaked his bales just before shipping. Unfortunately the receiver couldn't see the same way.

Commercial integrity is the shortest way out of the difficulty of short weights. There is no good reason for a car of hay being short more than 100 pounds, and if it is, the cause of the shortage ought to be traced.

The S. E. Barrett Paper Mfg. Co. of Beloit, Wis., is reported to be receiving large quantities of baled straw from Wisconsin, Minnesota and Iowa. The first of the month as many as 100 cars per day were being unloaded.

Notwithstanding the National Hay Association's rules for grading hay are used in Kansas City, a few dealers quote a fancy, claiming that occasionally a car of hay is much better than choice. But shippers will be safe in steering clear of any commission house that departs from the established grades, for no reliable firms will do it.

A shipper that has a reputation for putting up straight and honest goods and honestly describing each load as it runs throughout the car, even if there is more than one grade in the car, will, if he ships regularly to a market large enough to use his output and is governed by the advice of his commission merchant, make more money than he can by selling direct to wholesalers.

There are greater facilities and better methods are employed in the hay business to-day than ever before; it is getting on a solid basis and being conducted on better principles. There are still unscrupulous men engaged in the business, just as there are markets without adequate facilities to handle the hay received, and both menace the legitimate shipper and commission merchant.

Hay imported into the United Kingdom in 1895 amounted to 118,795 tons, from nineteen countries, against 254,214 tons in 1894, 263,050 in 1893, 61,237 in 1892. Imports from the United States were, in 1895, 36,176; in 1894, 152,423; in 1893, 101,132; in 1892, 11,538 tons. Imports from Canada, in 1895, 16,899; in 1894, 28,711; in 1893, 63,175; in 1892, 13,120. Other important countries exporting hay to the United Kingdom were Holland and France.

The Grain Committee of the Cincinnati Chamber of Commerce was recently called upon to arbitrate a case which involved a question of weights between two firms. Whitcomb & Root sold to the Union Grain & Hay Company a carload of hay. When the purchasing firm weighed the car it was claimed it was short thirteen bales. The committee found that the Union Grain & Hay Company's figures were not from a Chamber of Commerce official, and decided in favor of Whitcomb & Root.

The first difficulty arising from the adoption of the grading rules of the National Hay Association has occurred at Kansas City. A shipper writes to the Haymaker: "It seems that the Kansas City market has no choice hay unless it be what was formerly known as 'Fancy Hay.' What was formerly 'Choice Hay' is now No. 1 on the Kansas City market and the dealers do not care to purchase anything else, and why? The reason is plain. They can reconsign their grade of No. 1 and get a choice

grade on it in the East." If the trouble is only over such absurd claims as this, honest and reliable receivers need have no fear of losing their trade without departing from the regular grades, as others are reported to be doing.

Suit was recently brought at Kansas City, Mo., by the Kansas City Hay Press Company against H. F. Devol and others to restrain the defendants from infringing on a patent claimed by the plaintiff. A miniature hay press was exhibited and explained to the court, and the various methods of baling hay outlined by the attorneys.

There seems to be a lethargy among shippers on the question of an association. They probably think there is no use to "kick against the pricks." But unless they take their case into their own hands, their interests will undoubtedly be neglected. The interests of shippers and commission men are identical, but the past proves that they have always pulled at cross purposes. The time is now at hand when decided action must be taken by shippers if they would have their wants recognized.—Haymaker.

This is an Eastern agricultural paper's advice to farmers: "Owing to its great bulk in proportion to value, hay was formerly never sent very far to market. The hay press has revolutionized that, and hay is shipped from all parts of the West when the price rises above a low figure. It is probably true that the Eastern farmer who owns land near a good market can use it to better purpose than producing hay. Besides, the farmer who draws hay in bulk on a wagon is shut out from making many sales, for many people who keep a horse have not spare barn room to hold a full load of hay unless it is first compressed into bales. They pay more for it in this way, because in buying the hay they also pay at hay prices for much other material done up in the bale which is practically worthless.

The Kansas City Hay Dealers' Association is well known for its aggressiveness and the way it protects its members. Secretary S. R. Guyer has written a letter regarding the report that fraudulent firms are sending out either forged certificates or those having grades changed after having been signed by the inspector. He says: "Anyone holding certificates which they suspect are not genuine or have been changed will please send same to me and if genuine they will be returned with statement to that effect, and the matter will end there and be considered strictly confidential, but if fraudulent they will be retained and perpetrators of the fraud be exposed and prosecuted to the full extent of the law." This will raise the Kansas City hay trade in the estimation of shippers and buyers and rid the city's hay trade of rascals.

Ex-President E. L. Rogers, in his annual report to the Commercial Exchange of Philadelphia, had this to say of the hay and straw trade: Owing to the general failure of the hay crop in the Middle Western states the volume of business done in this commodity has materially declined. The receipts of hay and straw combined amount to 98,340 tons, as compared with last year of 125,600 tons. While we have no inspection of hay and straw in this market, the grades adopted by the National Convention of Shippers and Dealers in Hay, held in Cleveland, Ohio, on Jan. 22, 1895, and in Cincinnati, Ohio, in September, 1895, have been made the standard grades here, known as the "National Grades of Hay and Straw." We urge upon the hay trade in general to insist and demand that all railroads entering this city shall provide ample terminal facilities for the handling of hay and straw, as it is impossible for these commodities to be handled from track, either to the satisfaction of the shipper, receiver or purchaser.

GRADING HAY AT KANSAS CITY.

"The Haymaker says that the National Hay Association's inspection rules, which are in use at Kansas City, are not understood, and a writer in that journal sets out to 'explain the manner and reasons for the new rule of inspection.' We thought that the only authority for an interpretation of the inspection rules lay with the National Hay Association. If shippers have any grievance regarding the grading they can complain to the committee whose business it is to settle disputes, and if they want to know what constitutes a grade they should apply for information to Secretary Pitt."

The above article taken from the AMERICAN ELEVATOR AND GRAIN TRADE, a monthly grain paper of Chicago, Ill., is a polite way of telling us and our correspondents that any question connected with the grading of hay is none of our business and that a dealer or shipper has no right to discuss same through The Haymaker. We beg leave to differ with the gentlemen, and will say that only by newspaper discussion was the convention born. The dealer who handles the hay probably knows as much about the interpretation of grades as anyone, and while Mr. Pitt is well posted on grades, at the same time "there are others," and if a dealer of this city wants to enlighten a benighted shipper, that is his business, and The Haymaker encourages any suggestions tending to en-

lighten the country contingent as to how they make their hay conform to the National grades.

There was no dispute to settle, and we believe like the journal quoted, that all grievances should be laid before the National Association committee, providing the grievance cannot be amicably settled at the place of origin. We also believe that anyone with good sense who can read can determine what is required by the grade, and that Mr. Pitt should be spared the work of answering such a senseless question as to what a grade is when it is printed in plain English and is only necessary to read to understand them. Anyone who cannot do this has no business in the hay business.

The article referred to was not a question as to what the National grades are, but as to the advisability of claiming a fancy grade of prairie hay on this market. While it is a very plain question what National grades are, at the same time there are a number of shippers who have an extra choice lot of hay and think it ought to be graded higher than the National grade.—Haymaker, Kansas City, Mo.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics, hay aggregating 30,329 tons, valued at \$277,598, was imported in December, against 19,927 tons, valued at \$142,346, imported in December, 1894; and during 1895 278,226 tons, valued at \$2,191,635, were imported, against 143,205 tons, valued at \$1,141,380, imported in 1894. Of imported hay we exported none in December and none in December, 1894; and during 1895 we exported 18 tons, valued at \$140, against 64 tons, valued at \$576, exported in 1894.

We exported 5,462 tons of domestic hay, valued at \$87,464, in December, against 3,931 tons, valued at \$58,323, exported in December, 1894; and during 1895 we exported 46,946 tons, valued at \$698,934, against 55,596 tons, valued at \$875,730, exported during 1894.

REVIEW OF CHICAGO HAY MARKET.

The prices for hay ruling in the Chicago market during the last four weeks, according to the Trade Bulletin, were as follows:

For the week ending January 18 the receipts of hay were 12,112 tons, against 7,489 tons the previous week; shipments for the week were 3,311 tons, against 2,326 tons for the previous week. The offerings of timothy hay were only moderate during the early part of the week, and a firm feeling prevailed, though prices were no higher. Later the receipts became larger and the demand was less urgent, and the market closed easier. The market for upland prairie was in a demoralized condition throughout the week. The arrivals were the largest on record and the market was overstocked. Only a fair inquiry existed, and receivers found it almost impossible to effect sales. A large number of consignments had to be carried over from day to day, and the market closed very dull. Prices declined \$0.50@1.00 per ton. Sales of choice timothy ranged at \$12.75@13.50; No. 1 \$12.00@13.00; No. 2, \$11.00@11.50; No. 3, \$9.00@11.00; not graded, \$8.00@10.00; choice prairie, \$9.00@10.00; No. 1, \$8.00@9.00; No. 2, \$7.25@8.00; No. 3, \$6.50@7.50. Rye straw sold at \$5.50@6.50; wheat straw at \$5.00, and oat straw at \$5.50@6.00.

For the week ending January 25 the receipts of hay were 14,769 tons, shipments 4,053 tons. The market for timothy hay ruled quiet and easy during the past week. Arrivals moderate, and inquiry fair. Prices without material change. Another week of demoralization was witnessed in the market for upland prairie. The receipts were simply enormous, and the railroad tracks were blockaded. While the demand was moderate it was not sufficient to absorb the large offerings, and receivers were unable to clean up consignments. Prices showed a further decline of \$0.50@1.00 per ton. Toward the close the arrivals became smaller, and a steadier feeling prevailed. Sales of choice timothy ranged at \$12.75@13.50; No. 1, \$12.00@12.50; No. 2, \$11.00@11.50; No. 3, \$8.00@9.50; not graded, \$7.00@10.00; choice prairie, \$8.25@9.50; No. 1, \$7.50@8.25; No. 2, \$7.00@7.75; No. 3, \$7.00; No. 4, \$6.00. Rye straw sold at \$5.00@6.25; wheat straw at \$5.50, and oat straw at \$5.50@5.75.

For the week ending February 1 the receipts were 12,501 tons, shipments 3,696 tons. No improvement in the market for either timothy or prairie hay. The receipts of timothy were liberal, and only a moderate inquiry existed with shippers doing less than for some weeks past. Prices declined 25@50 cents per ton. The market for upland prairie was still in a demoralized condition. The daily arrivals continued excessively large, and the market was overstocked with large accumulations on the tracks which could not be sold. Demand light from all sources, and a very dull and weak feeling prevailed. Prices showed a further decline of about 50 cents per ton. Sales of choice timothy ranged at \$12.50@13.00; No. 1, \$11.50@12.50; No. 2, \$11.00@11.50; No. 3, \$9.00@10.50; not graded, \$7.00@11.50; choice prairie, \$8.25@9.00; No. 1, \$7.25@8.50; No. 2, \$7.00@7.50; No. 3, \$6.50; rye straw sold at \$5.00@6.00, and oat straw at \$5.00@5.50.

For the week ending February 8 the receipts of

hay were 9,514 tons, shipments 4,522 tons. The market for both timothy and upland prairie hay ruled very dull during the early part of the week. Although the arrivals were not as heavy as during the previous week, the amount on sale was large. The demand was light, and prices declined 50 cents per ton for timothy hay. Toward the close the receipts became smaller, and although the demand did not improve to any great extent, a steadier feeling existed, but no advance in prices was established. Sales of choice timothy ranged at \$12.00@13.00; No. 1, \$11.00@12.25; No. 2, \$10.00@11.00; No. 3, \$9.00@10.50; not graded, \$5.00@11.00; choice prairie, \$8.25@9.00; No. 1, \$7.50@8.25; No. 2, \$7.00@7.50; No. 3, \$6.50; No. 4, \$6.00@6.50. Rye straw sold at \$4.50 for poor, and \$5.50@6.00 for good to choice. Oat straw sold at \$5.25@5.50.

OBITUARY

F. E. Sibert, grain dealer of Maurertown, Va., died recently.

W. G. Hay, member of the firm of Hay Bros., grain dealers of Listowel, Ont., is dead.

John Boyd, a grain merchant of Baltimore, Md., died January 30 of heart trouble, at the age of 52 years.

J. R. Dundas, a member of the firm of Dundas & Flavell Bros., dealers in grain, etc., at Lindsay, Ont., died recently.

Jackson Goldman, a grain broker of the New York Produce Exchange, died January 24 of pneumonia, 36 years old.

W. L. Pearl, member of the firm of Griswold, Pearl & Co., dealers in grain and flour at St. Johnsbury, Vt., died recently.

John E. Harris, vice-president of the Harrison Elevator Company at Sibley, Iowa, died suddenly January 10 of stomach trouble. He was 33 years old.

James Martin, an early settler in Bureau County, Illinois, and for many years a grain dealer of Malden, Ill., died in Oklahoma, January 22, at the age of 70 years.

Major George Rockwell of Junction City, Kan., died January 13. Major Rockwell has been a resident of that city since 1864, and was the senior member of the B. Rockwell Merchandise & Grain Company, one of the largest and wealthiest concerns in the state. He was 80 years old.

J. R. Tomlinson, the head of the firm of J. R. Tomlinson & Co., grain and feed dealers of Philadelphia, Pa., died January 21 of heart failure, 65 years old. He had been in the grain business at Philadelphia for many years, and was a prominent and active member of the Commercial Exchange.

Jacob Jenny, a well-known grain man of Minneapolis, Minn., died January 23. Mr. Jenny was born in Switzerland in 1840, and came to America in 1861. He enlisted and served in the army throughout the Civil War. In 1875 he entered the employ of Washburn, Crosby & Co. at Minneapolis, and afterward became special wheat inspector for all the Washburn mills.

Henry Ingraham Chase, formerly president of the Chase Elevator Company of Chicago, died January 28 of paralysis. He was born in Worthington, Ohio, Oct. 7, 1820. In 1835 he came with his parents to Illinois and settled in Peoria County. After forming the Chase Elevator Company Mr. Chase moved the offices to Chicago, in 1875. He had retired from active business for some years previous to his death, his health being greatly impaired.

George Clark, well known in the grain trade of Chicago for nearly twenty-five years, died suddenly at Boston, Mass., January 24. Years ago he was at the head of the house of Gallup, Clark & Co., who were the largest shippers of grain in Chicago. They had the best eastern connections, and for many years were prominently identified with the trade. For several years Mr. Clark represented eastern parties in the West, but about a year ago he retired and has spent most of his time with relatives at Plymouth, N. H.

J. F. Louis Reinhardt, father of George N. and John G. Reinhardt of New York City, died suddenly February 2, from apoplexy, at the age of 76. Mr. Reinhardt was born in Hanover, Germany, in 1820, and came to America in 1850, and at once engaged in the grocery and feed business at New York City, which he carried on until the year 1885. He then retired from active business, turning over the grain department to his sons, and which has grown to be one of the largest grain businesses in the city. He leaves a wife, his two sons and three daughters.

The EXCHANGES

John Walker has been reappointed official weighmaster of the Chicago Board of Trade.

Chicago Board of Trade memberships sold recently at \$725 and \$790 net to the buyer.

Tickets of membership to the New York Produce Exchange were recently offered at \$400.

William Thurstone, who has been secretary of the Buffalo Merchants' Exchange for 33 years, has been reappointed to that office.

Twenty-four new members were added to the Commercial Exchange of Philadelphia last year. During the year eight members died.

The board of directors of the St. Louis Merchants' Exchange has re-elected Secretary Morgan and Assistant Secretary Whitmore. It will be their thirty-second year in that office.

Frank E. Wyman has been reappointed secretary of the Duluth Board of Trade, which office he has creditably filled for some time, and F. W. Paine has been re-elected treasurer.

We are indebted to Secretary Wm. F. Wheatley for the fortieth annual report of the Baltimore Corn and Flour Exchange for the year ending December 31, 1894. The volume also contains statistical and other matter.

Duluth Board of Trade memberships recently sold at \$75. The intrinsic value of a membership is estimated as \$545, and at the end of January there were 183 memberships out, eight or ten of which could be bought for less than \$100.

We have received the Toledo Produce Exchange's thirty-sixth annual report of the trade and commerce of the city of Toledo, Ohio, together with a summary of the manufacturing interests for the year ending Dec. 31, 1894. It was compiled by Secretary Denison B. Smith.

We are indebted to Superintendent Charles B. Murray for the forty-sixth annual report of the Cincinnati Chamber of Commerce and Merchants' Exchange for the year ending Dec. 31, 1894. It is a very complete report, covering over 300 pages and is bound in heavy boards.

An unusual case for the Chicago Board of Trade came before the directors of that institution recently. A cash grain handler was convicted of reporting a sale of oats to a country customer at 18 cents, when he really obtained only 17½ cents. The charge of uncommercial conduct was sustained.

A petition signed by 500 members of the New York Produce Exchange asks the board of managers to change the proposed amendments which fund the debt of the Exchange, turn all surplus earnings into the fund and remove the restrictions on assessments when the fund reaches the minimum amount of \$750,000. These members are decidedly opposed to such a plan.

The annual election of the Toronto Board of Trade took place on January 28. E. B. Osler had been previously elected president by acclamation, and E. Gurney first vice-president. The new council will consist of D. R. Wilkie, William Christie, W. D. Mathews, H. N. Baird, Stephen Caldecott, W. G. Gooderham, Edward Cox, M. C. Ellis, J. L. Spink, F. G. Phillips, J. Macdonald, Elias Rogers, J. H. G. Hagarty, W. D. Beardmore and J. Herbert Mason.

The forty-second annual meeting of the Philadelphia Commercial Exchange was held February 4, the following officers being elected: Samuel C. Woolman, president; Samuel Bell, vice-president; Chas. R. Koch, treasurer. Board of directors, two years: Henry Schwartz, Lincoln K. Passmore, James Hancock, Geo. E. Bartol, H. K. Cummings, Andrew Kerr; one year, Wm. C. Walton, Jas. B. Canby, John Barker, Wm. R. Cornell, Frank Casca-den, E. H. Price.

A new section has been formed on the Toronto Board of Trade. It is the flour and grain section, the separate interests in the flour and grain trade being welded into one under the new name. The executive of the new section for the current year consists of John Carrick, Thos. Flynn, C. B. Watts, M. McLaughlin and James Carruthers. Mr. M. McLaughlin was the unanimous choice for chairman, Mr. John Carrick for vice-chairman and Mr. Edgar A. Wills secretary-treasurer.

Secretary Wm. F. Wheatley writes us that at the annual election of the Baltimore Corn and Flour Exchange, the following board of directors was elected: Robert Ramsay, J. Hume Smith, George Frame, Geo. T. Kenly, Douglas M. Wylie, E. Clay Timanus, Wm. T. Walters McCay, Clarence M. Pitt, W. G. Bishop, Louis Muller, Charles C. Macgill, B. F. Smith, Henry A. Parr, Wm. S. Young and Blanchard Randall. At a meeting held January 29 the Board elected the following officers: Robert

Ramsay, president; J. Hume Smith, first vice-president; Douglas M. Wylie, second vice-president; Geo. T. Kenly, treasurer; Wm. F. Wheatley, secretary; Henry A. Wroth, assistant secretary; executive committee, E. Clay Timanus, George Frame, Chas. C. Macgill.

The annual report of the Clearing House of the Duluth Board of Trade shows that a total of 348,000,000 bushels of grain were passed through, with actual deliveries of 7,290,000 bushels. The largest single day's business was on April 30, 4,330,000 bushels, and the average 1,225,000 bushels. In flux, the only coarse grain cleared, total trades were approximately 2,000,000 bushels. The financial statement shows receipts of \$224,300, and expenses \$150 less, leaving the cash capital and surplus \$11,150.

The Duluth Board of Trade held its annual meeting on January 21, when the following officers were elected: President, W. S. Moore; vice-president, T. J. C. Fagg. Directors: F. E. Lindahl, E. N. Bradley, Ward Ames. Board of Arbitration: Thomas Gibson, Julius Barnes, H. H. Kenkel. Board of Appeals: E. A. Forsyth, A. W. Frick, C. J. Kershaw. Committee on Inspection: T. A. Olmstead, A. H. Smith, George Spencer, Ward Ames, A. W. Frick. Flour Committee: L. R. Hurd, J. N. McKindley, G. G. Barnum.

At the recent annual meeting of the Montreal Corn and Flour Exchange, the following officers were elected: President, Edgar Judge; treasurer, W. A. Hastings; committee of management, R. M. Esdaille, Alex. McFee, Adam G. Thomson, David Robertson, R. Peddie, E. F. Craig and Lionel J. Smith; board of review, G. M. Kinghorn, chairman; Thomas A. Crane, A. G. McBean, Stewart Munn, A. J. Brice and Alex. Mitchell. At this meeting the question of grain shortages and other matters were discussed.

The membership of the National Board of Trade should be materially increased. There is no good reason why such organizations as Winter Wheat Millers' League, the New York Produce Exchange, the Milwaukee Chamber of Commerce, Minneapolis Chamber of Commerce, Duluth Board of Trade, San Francisco Call Board and other leading organizations should not be included in its membership. It would probably be of great benefit to them, and materially enlarge the scope and influence of the National Board of Trade if they should join the national organization.—Trade Bulletin, Chicago.

PERSONAL

John Carlon, grain dealer of Emery, S. D., was married recently.

John Benson, who has been buying grain at Cooksville, Ill., has returned to his home at Colfax.

W. W. Burgess has been traveling for H. Mueller & Co., grain merchants of Chicago, Ill., buying barley.

Mr. Cunningham has taken charge of S. N. Ford & Co.'s elevator and lumber and coal yard at Bellville, Ohio.

Edward Gunderson, formerly a miller of Minneapolis, Minn., is now connected with the Chandler-Hays Grain Co. of Duluth, Minn.

D. T. Wissore, formerly of East St. Louis, has been made superintendent of the new Burlington Elevator at St. Louis, Mo., which opened for business February 1.

F. H. Hesson has been appointed chief grain inspector at Brandon, Man., which has been made an independent inspection district under control of the Brandon Board of Trade.

W. B. Anderson of Holder, Ill., is said to have been in the grain business longer than any other man along the line of the Lake Erie Railroad. He has bought grain there for 20 years.

Wm. L. Busby, for many years with the Schroeder-Kleine Grocery Co. at Dubuque, Iowa, has removed to Cedar Rapids, where he will manage a commission business for J. A. Edwards & Co., grain commission merchants of Chicago.

At the recent quarter-centennial meeting of the Kansas State Board of Agriculture Hon. F. D. Coburn was re-elected secretary for the next two years by acclamation. Mr. Coburn has identified himself with the advancement of farming along practical scientific lines, and in his position has been a benefit to the grain trade as well as to all agricultural interests.

The bucket shop swindle has been a profitable successor to the old time lottery, and in nearly every American city has from time to time realized a great deal of money for the projectors. Those of New York became such an utter swindle that they have recently been raided, and for a time at least closed.—St. Paul Trade Journal.

Court Decisions

Corn Crop—Life Tenant.

A life tenant owns and may dispose of a corn crop planted by him a few days before his death upon the land in which he holds a life interest, according to the decision of the Supreme Court of Indiana in the case of Shaffer vs. Stevens.

F. O. B. Freight Charges.

Under a contract whereby a business corporation agreed to become selling agent at Chicago of merchandise on consignment at certain prices "f. o. b. Wallingford, Conn., or N. Y.," the Supreme Court of Illinois holds that the consignee should pay whatever charges might be incurred in transporting the goods from Wallingford or New York to its place of business in Chicago. Knapp Electrical Works v. New York Insulated Wire Co., 42 N. E. Rep., 147.

Liability for Mis-Delivery of Freight.

Where goods consigned on commission are received by a railroad company to be carried beyond its own route, under an agreement between the connecting lines by which each company is entitled to a proportionate share of the freight charges, the company which carries the goods to their destination is liable to the consignor for delivery to a person not authorized to receive them. Cavallaro v. Tex. & Pac. Ry. Co. (Supreme Ct. Cal.), 24 Pacific Reporter, 918.

On Shares in Crops.

As between mortgages upon separate undivided shares of a growing crop, the Supreme Court of Minnesota holds that the date of the execution, delivery and filing of the same is immaterial, and that if a portion of the crop is destroyed by the elements, or is appropriated by a wrongdoer before a division, the balance is to be divided between the mortgagees as if none had been lost or misappropriated, and according to the interests as fixed in the mortgages. McRae v. O'Hara, 64 N. W. Rep., 146.

No Right to Demurrage.

Where delivery free on board canal boats furnished by a buyer was to be made by the seller, under a contract requiring the latter to load each boat within 24 hours after its arrival or pay \$10 a day demurrage, the Court of Appeals of New York holds that demurrage could not be collected for failure to load boats within the prescribed time when it was known that but one boat could be loaded at a time and several were sent close together and the captains themselves did not claim any demurrage. Rindeau v. Bullock, 41 N. E. Rep., 561.

Carrier—Connecting Lines—Delivery.

In the case of Foy vs. Chicago, Milwaukee & St. Paul Railway Company, recently decided by the Supreme Court of Minnesota, it appeared that the defendant, the last of several connecting common carriers, delivered the goods at their destination to a person other than the consignee by reason of wrong directions given him by one of the prior connecting carriers, without authority of either the consignor or consignee, and without the surrender of the bill of lading, issued by the initial carrier. The court held that such prior carrier did not have apparent authority so to order the goods delivered to such third person, and the defendant is liable for conversion of the goods.

Option in Oats—Gambling.

In the case of Connor et al. vs. Black, recently decided by the Supreme Court of Missouri, it appeared that five years ago the plaintiffs, who were brokers, sold for the defendant on the Merchants' Exchange a large quantity of oats at sellers' option for September. Upon a rise in the market the defendant refused to furnish more money for margins, and ordered the plaintiffs to purchase the required quantity of oats in the market to meet the contract. The plaintiffs lost money on the transaction and sued to recover, but were defeated on the ground that under the legislation of Missouri the debt was a gambling debt. A counter claim set up by the defendant for the margins furnished was defeated on the same ground.

Railway Rights of Way.

The Supreme Court of Indiana held, in the recent case of Wysing et al. vs. Lake Erie & Western Railway Company, that a railway company is not driven to take property by main force from its rightful owners; that the law provides the means by which property may be acquired for track purposes; that where a right of way is given to a railway company for the purpose of a siding or switch to enable the grantors shipping facilities near their factory, it cannot, neither can its successors, turn the right

of way or switch into use for a main line against the consent of the grantors, no matter how slight the distance of removal, and that a railway company, under contract, has not the right to move its side track upon and appropriate appellant's land without compensation, nor has it the right to remove a transfer track by changing it into a main line and thus deprive appellants of their consideration under the contract.

THE MARKETS

[We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.]

Grain report of Shanks, Phillips & Co., Memphis, Tenn., Feb. 10, 1896.—The volume of business for the past month has hardly been up to expectations, though there has been a notable improvement within the past ten days or two weeks, due very largely, no doubt, to the advance in grain, which has stimulated buying. FLOUR.—The market has ruled strong, and though there have been some fluctuations the general tendency has been toward better prices. To-day's quotations in wood are as follows: Soft Winter Patent \$3.80@3.90, Straight \$2.55@3.65, Fancy \$3.20@3.30. WHEAT.—Receipts have been very light, that arriving coming almost exclusively to local mills which have not been getting sufficient to keep them running full time. Market to-day, No. 2 Red Winter 77 cents, No. 3, 73½@74 cents. CORN.—There has been a good inquiry both for milling and shipping purposes as well as for local consumption, and all receipts have been quickly taken. No. 2 White, principally wanted and quoted to-day at 28 cents bulk. No. 2 Mixed at 27 cents. OATS.—Market higher, demand good, and receipts only fair. No. 2 White bulk, 23¼@23½. No. 3 White, 22¼@22½. No. 2 Mixed bulk 21½@22. No. 3 Mixed 20½@21. HAY.—For a time bad weather in the West almost shut off shipments entirely, and dealers found it necessary to fall back on their reserve stocks, which were pretty well exhausted. Prices in the meantime stiffened up sharply. With the return of good weather, hay began to pour in at a rapid rate, and while prices for a time were well maintained, the heavy receipts were too much, and prices broke badly. The stocks here now are the heaviest we have had for a long while, and principally of the poorer grades. Market now firmer on better grades of which there is only a moderate supply. To-day's quotations: Choice Timothy \$15.00@15.50; No. 1 \$13.75@14.00; No. 2 \$11.00@11.50; Choice Clover Mixed, \$14.25; No. 1 \$12.50@12.75; No. 2 \$10.00@10.50; mixed hay, \$9.00@11.00, according to quality. Kansas Prairie, Choice, \$8.50; No. 1, \$7.50@8.00; No. 2 nominal, \$6.50@7.00; Arkansas Prairie, \$6.00@7.00.

LOCATIONS FOR FACTORIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C., M. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.

F. B. Smith recently forged the name of Tuttle & Tuttle, grain merchants of Springfield, Ohio, and made an unsuccessful attempt to pass a check for \$486.10.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

TO THOSE WHO CONTEMPLATE BUILDING A BREWERY.

We wish to correspond with parties who contemplate building and operating a brewery, and who have not yet selected their location. We have something of interest to offer. Address

LOCK BOX 575, St. Joseph, Mich.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

ELEVATOR FOR SALE.

An elevator in Northern Illinois, in town of 2,000 inhabitants, on the Northwestern Railroad, for sale. One of the best locations in the state. Capacity 25,000 bushels. Power, gasoline engine. Address

B. E., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

FAIRBANKS SCALES ON REASONABLE TERMS.

For sale on reasonable terms: Four complete sets of 34-foot Fairbanks Standard Railroad Track Scales of 120,000 pounds' capacity; also one Fairbanks Hopper Scale, capacity 100 bushels wheat. Have been used but little, are in best of condition and as good as new. Address

C. W. PAYNE, Agent Anchor Line, Erie, Pa.

GRAIN ELEVATOR FOR SALE.

Steam power grain elevator, on Chicago & Alton Railroad, in Missouri, for sale. Convenient to Chicago, St. Louis and Kansas City. Corn sheller, scales, office, etc., complete. Splendid grain country; finest corn crop this season ever known. Very healthy location. Now in operation and rented to good advantage. Address

ELEVATOR, Mt. Leonard, Mo.

IOWA MILLS AND ELEVATORS.

The administrators of the estate of J. J. Wilson, deceased, offer for sale the new Daisy Roller Mills, located at Algona, Iowa, capacity 125 barrels. New throughout one year ago. Steam power, steam heat. Up to date in every particular. Good exchange business and local trade for mill products. With this plant are elevators of 40,000 bushels' capacity, stock yards, line of coal sheds and three houses for employees. Also the model roller mills located at Emmetsburg, Iowa, capacity 150 barrels. Steam power, steam heat. Large local and shipping trade fully established. No near competition. These properties are located in a good wheat section; shipping facilities from both Algona and Emmetsburg are unsurpassed. To close up the affairs of the estate either one or both of these properties will be sold at a great sacrifice. For particulars address

LENETTE W. BUTLER, administrator, Algona, Iowa.

SEND ORDERS FOR

HARD
SOFT
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COAL
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Best Grades

Best Prices

Best Deliveries

TO MILES & COMPANY,

MINE AGENTS AND SHIPPERS.

PEORIA, ILL.

TO POULTRY RAISERS.

The Complete Poultry Manual is a neat little work which is well worth reading by those interested in poultry, or by boys or girls who want to turn an honest penny. The price is only 25 cents. Sent postpaid on receipt of price. Address

MITCHELL BROS. CO.,
184 Dearborn Street, Chicago, Ill.

53 EARS 1 BUSHEL!

Howard's World's Premium Corn.
"PRIDE OF SALINE" YELLOW DENT.

Send \$3.00 and receive 2 bushels; 1 bushel \$2.00. Pound ears, postpaid, 35c. Send for circulars.

H. HOWARD, MARSHALL, SALINE CO., MO.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucket-shop keeper or irresponsible dealer.]

CHICAGO BOARD OF TRADE.

As many complaints are coming to the Chicago Board of Trade showing that persons intending to deal in grain and provisions through members of the Board, and subject to its rules and regulations, are misled into dealing with persons or firms who have no connection with this Board, the public is cautioned against dealing with such persons or firms, and is notified that GEORGE F. STONE, Secretary, will answer any inquiries as to whether any particular person or firm is a member of such Board.

GEORGE F. STONE, Secretary.

E. P. MUELLER,
Shipper of Wet Feed,

From Chicago, Milwaukee and La Crosse.

Particular attention paid to the shipments
of mixed car lots.

860 Calumet Bldg., 189 La Salle St., CHICAGO.

Will pay the highest prices for **Wet and Dried Brewers' Grains, Dried Distillers' Slops, Starch Feed, Damaged Wheat, Hominy Feed and Barley Sprouts** under yearly contracts.
Write for estimates F. O. B. cars your city.

E. R. Ulrich & Son,
SHIPPERS OF
WESTERN GRAIN,
ESPECIALLY

High Grade White and Yellow Corn.

Elevators through Central Illinois on Wabash Ry., Chicago & Alton Ry., C. P. & St. L. Ry., and St. L. C. & St. P. Ry.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for Prices Delivered.

COLLINS & Co.,
STRICTLY COMMISSION
Grain, Hay and Mill Feed.

CINCINNATI, OHIO.



F. H. PEAVEY & CO.,

GRAIN RECEIVERS.
Minneapolis, Minn.
Consignments Solicited.

MILLING WHEAT A SPECIALTY.

SHIP YOUR GRAIN
—TO—

P. B. & C. C. MILES,
COMMISSION MERCHANTS,
PEORIA, ILL.

Established 1875. LIBERAL ADVANCES
QUICK RETURNS.

REFERENCES:—Commercial Nat Bank, Peoria Savings, Loan & Trust Co., Peoria.

COMMISSION CARDS.

J. J. BLACKMAN.

G. W. GARDINER

J. J. Blackman & Co.,

COMMISSION MERCHANTS,

WHEAT, CORN, OATS, BRAN, MIDDINGS, SCREENINGS, HAY
SEEDS, BEANS, PEAS AND CORN GOODS.

95 Broad Street, Rooms 604 and 605, - NEW YORK

Mohr-Holstein Commission Co.,

GRAIN AND PRODUCE
COMMISSION MERCHANTS,

BARLEY, WHEAT AND SEEDS

SPECIALTIES.

Room 29, Chamber of Commerce.

Milwaukee, Wis.

Branch Houses: Chicago and Minneapolis.

S. W. FLOWER & CO.,

GRAIN AND SEEDS,

—TOLEDO, OHIO.

Specialties—Clover, Timothy and Alsike. Correspondence Solicited.

Martin D. Stevers & Co.

Commission Merchants,

218 LA SALLE STREET, - CHICAGO.

We make a specialty of selling by sample

Barley, Wheat, Rye, Oats, Corn, Flax and Timothy Seed.

Grain, Seeds and Provisions for future delivery
bought and sold on margins.

H. B. SHANKS.

Established 1878.

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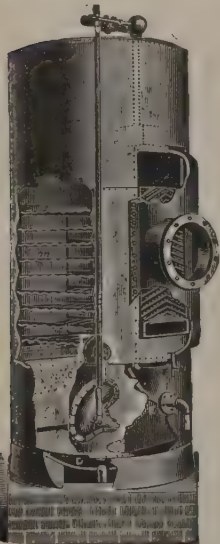
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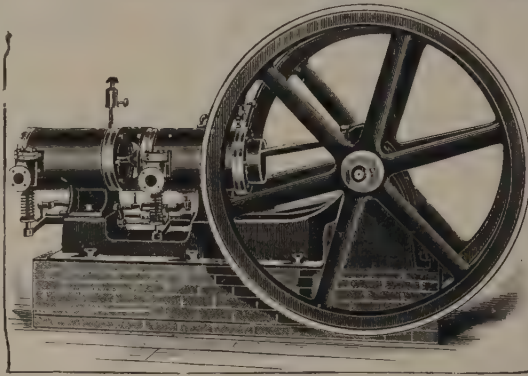
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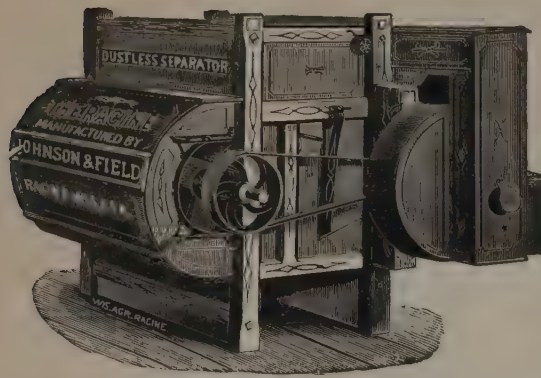
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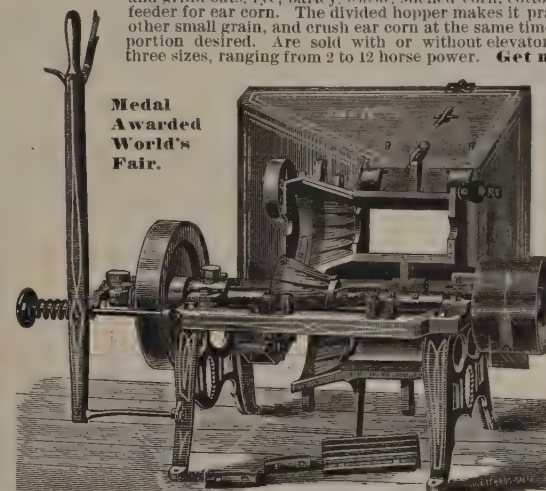
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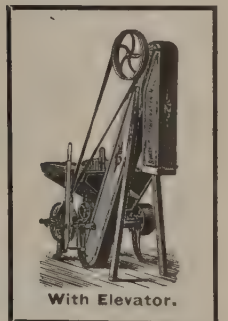
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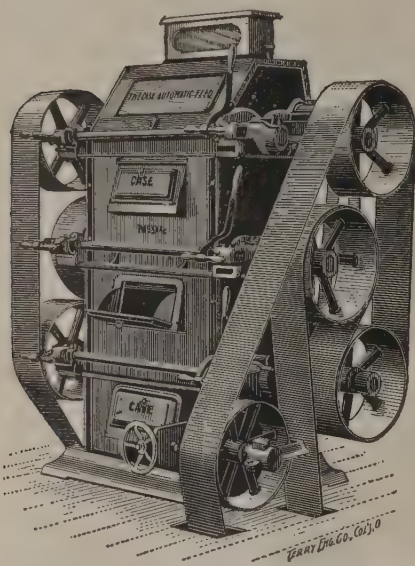
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Are made in four sizes, and always do perfect work.



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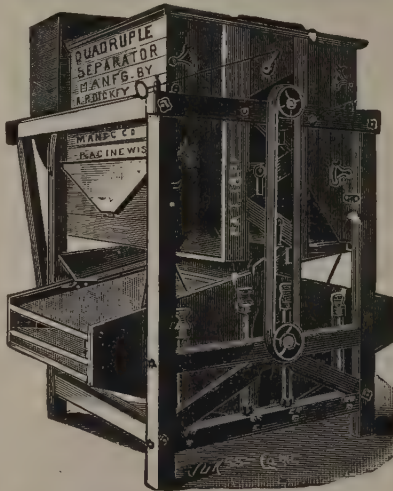
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**THE
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**"Grain
Cleaned
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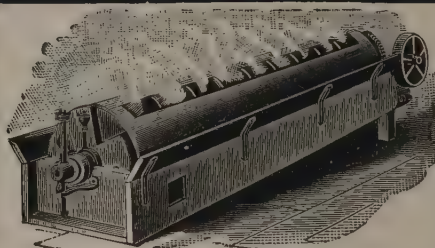
Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.



The Quadruple Suction Dustless Separator, Four separate suctions, independent of each other, with sieves and screens, requiring less power, less floor space, lower in height, needing less bracing, has better and more perfect separations, and furnished with the only perfect force feed and mixer on the market. Guaranteed to clean Grain to any desired standard without waste—once through this machine twice as well as any machine made.

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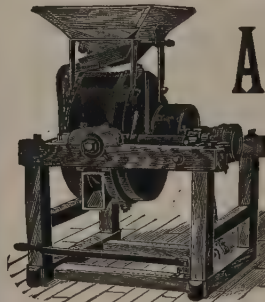


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Drying Cylinder made entirely of Iron. The machine has few parts and is not liable to get out of order. Automatic in its operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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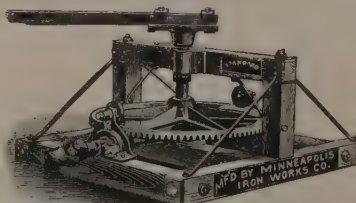
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Power and Car Houses with Smoke Stack for the Syracuse Street Railway Co., Syracuse, N. Y.
Passenger and Freight Station for the Louisville, Evansville & St. Louis Consolidated Railroad Co., East St. Louis, Ill.
Eight Stall Round House for the Baltimore & Ohio Southwestern R. R. Co., Cumminsville, Ohio.
Warehouse 110x500 feet for the Erie & Western Transportation Co., Erie, Pa.

RIVER AND HARBOR:

Terminal Dock 600x40 feet for the Erie & Western Transportation Co., Erie, Pa.
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Dredging Slip 18 foot Channel, No. 1 Slip 150x400; No. 2 Slip 100x200, for the Erie & Western Transportation Co., Erie, Pa.
Stone Arched Bridge for the Cataract Construction Co., Niagara Falls, N. Y.

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Cattle Barns, capacity 3,000 head, for the Indiana Distilling Co., Terre Haute, Ind.

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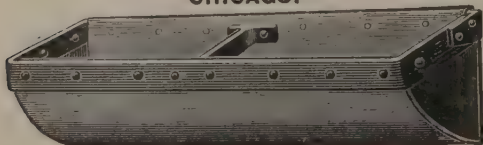
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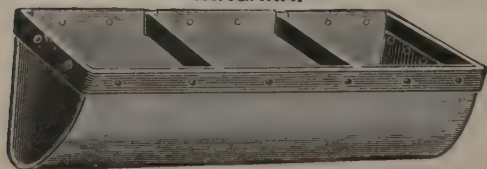
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"NIAGARA."



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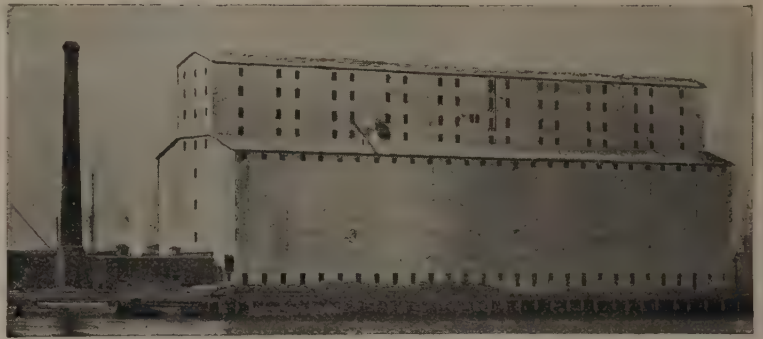
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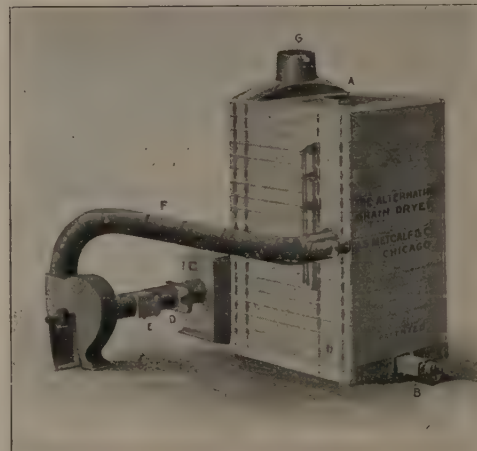


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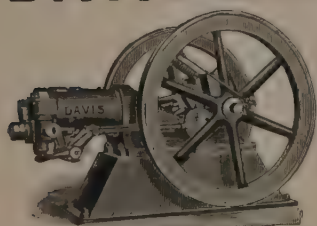
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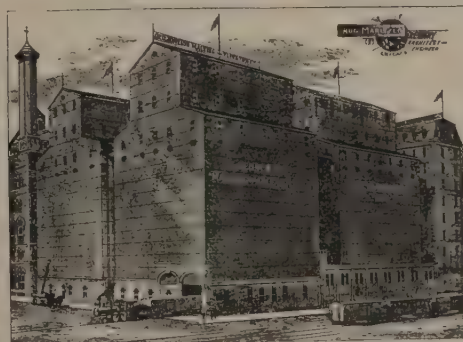
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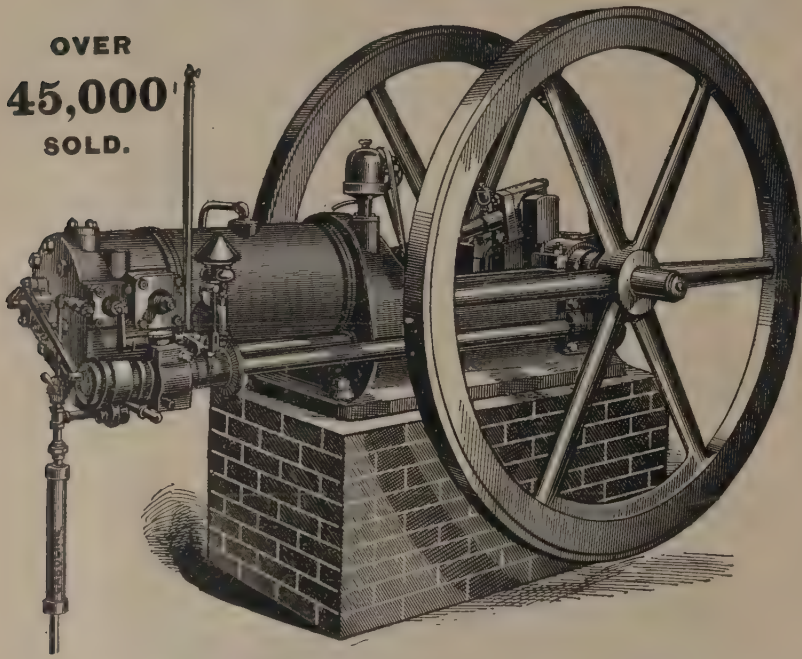
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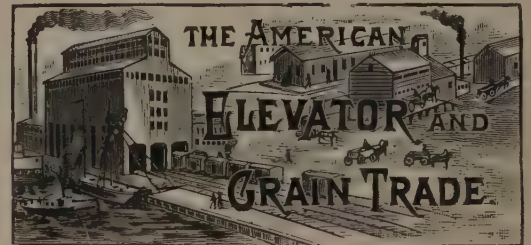
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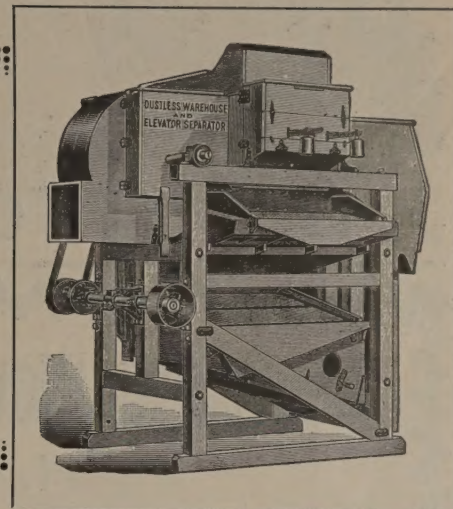
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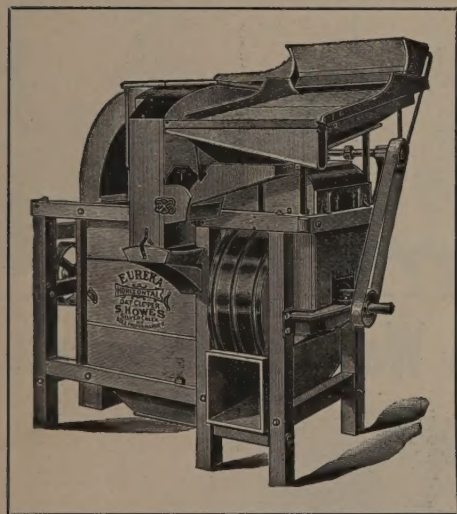
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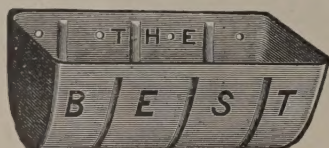
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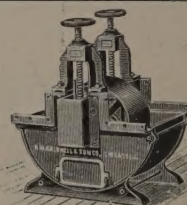


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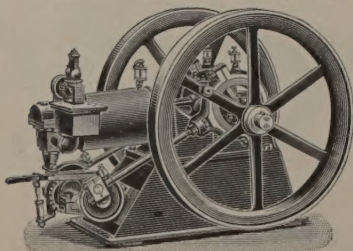
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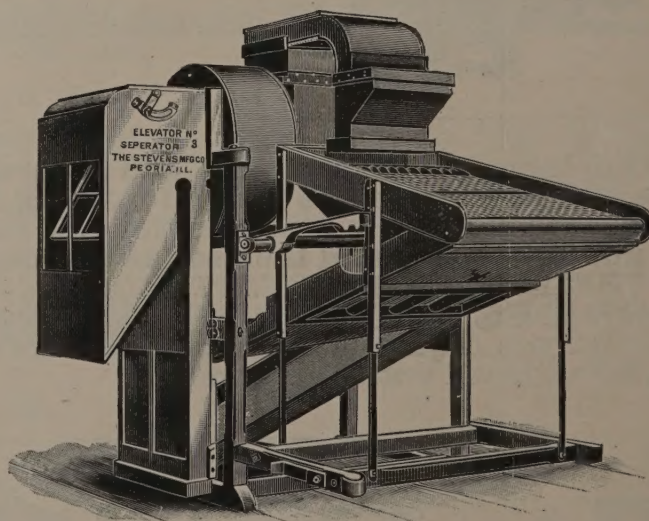


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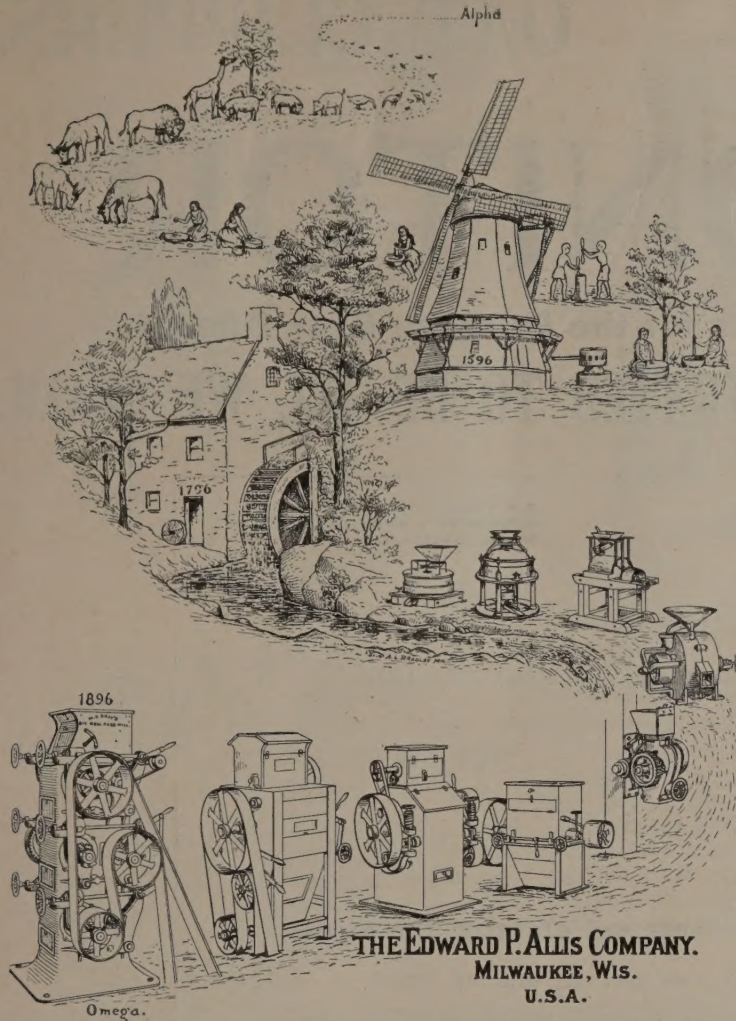
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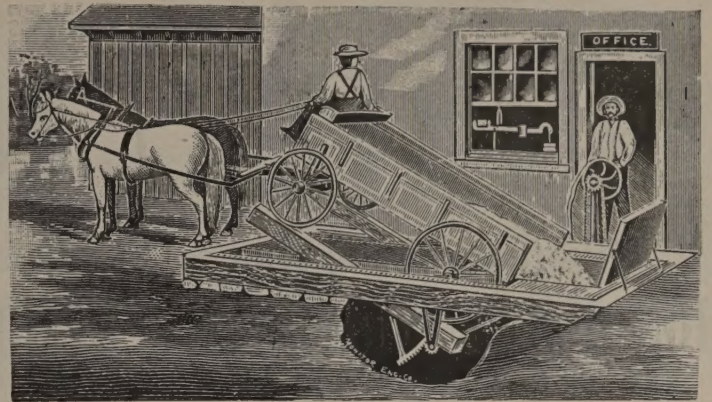
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Yours truly,
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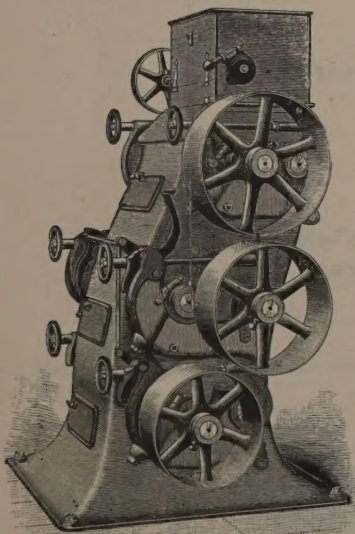
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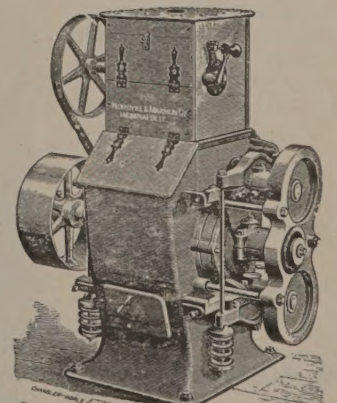


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Feb. 18, 1896.

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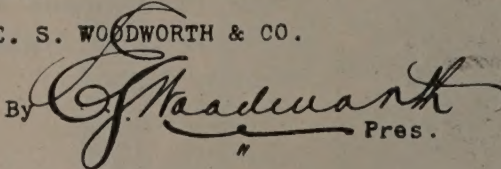
Last fall Simpson & Robinson Co. of Chicago constructed for us a thoroughly modern transfer and cleaning house, especially adapted for handling corn and oats, and we placed therein Monitor Separators, which we knew by experience would be perfectly satisfactory.

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